



# AGENDA

## PENINSULA CORRIDOR JOINT POWERS BOARD

Bacciocco Auditorium, 2<sup>nd</sup> Floor  
1250 San Carlos Avenue, San Carlos CA 94070

April 5, 2012 – 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 March 1, 2012
  - b) Authorize the Filing of Applications for State Proposition 1B Transit Security Grant Program Funds
  - c) Authorize an 18-Month Pilot Program to Encourage Advance Group Sales by Providing a 10 Percent Discount
5. Chairperson’s Report
6. Report of the Citizens Advisory Committee
7. Report of the Executive Director
  - a) Annual Passenger Counts
8. Acceptance of Statement of Revenues and Expenses for February 2012
9. Caltrain Modernization Early Investment Memorandum of Understanding Update
10. Assessment of the Fiscal Year 2012 Fuel Hedging Program
11. Legislative Update
12. Correspondence
13. Board Member Requests

RESOLUTIONS

MOTION

INFORMATIONAL

INFORMATIONAL

INFORMATIONAL

14. General Counsel Report

15. Date/Time of Next Meeting: Thursday, May 3, 2012, 10 a.m. at  
San Mateo County Transit District Administrative Building, Bacciocco  
Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

16. 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](http://www.caltrain.com).

### **Location, Date and Time of Regular Meetings**

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Ave., San Carlos, which is located one block west of the San Carlos Caltrain Station on El Camino Real. The building is also accessible by SamTrans bus Routes: 260, 295, 390, 391, and KX.

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](mailto: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.

**Peninsula Corridor Joint Powers Board (JPB)  
Board of Directors Meeting  
1250 San Carlos Avenue, San Carlos CA 94070**

Draft

**Minutes  
March 1, 2012**

**MEMBERS PRESENT:** M. Cohen, J. Deal, A. Kalra, L. Kniss, A. Lloyd, A. Tissier, K. Yeager

**MEMBERS ABSENT:** J. Cisneros, T. Nolan

**STAFF PRESENT:** J. Cassman, C. Cavitt, G. Harrington, C. Harvey, R. Haskin, A. Hughes, M. Lee, M. Martinez, N. McKenna, D. Miller, S. Murphy, M. Scanlon, M. Simon

Chair Adrienne Tissier called the meeting to order at 10:07 a.m. and led the Pledge of Allegiance.

**PUBLIC COMMENT**

Pat Giorni, Burlingame, said there were over 92 bumps last month and this month seems high too. Yesterday Train 324 was a gallery consist and four letters were received thanking staff for switching the equipment to eliminate bumps.

**CONSENT CALENDAR**

- a. Approval of Minutes of February 2, 2012
- b. Authorize Amendment to Citizens Advisory Committee Bylaws to Change the Section on Attendance
- c. Authorize Disposition of Surplus General Motors, Electro-Motive Division (EMD) GP9 Locomotives

The Board approved the Consent Calendar (Lloyd/Yeager).

**CHAIRPERSON'S REPORT**

Chair Tissier reported:

- Director Tom Nolan will be having hip surgery and may be unable to attend a few meetings in person.
- Thanked Vice Chair Ken Yeager for speaking at the Santa Clara and San Jose station events on February 29.
- Congratulated former employee Janet McGovern on her book on Caltrain.

**REPORT OF THE CITIZENS ADVISORY COMMITTEE**

CAC Chair Paul Bendix reported on their February 15 meeting:

- Congratulated Ms. McGovern on the publication of her book on the history of Caltrain.
- Executive Officer Customer Service and Marketing Rita Haskin gave a summary of input from the various meetings on the proposed changes to the Codified Tariff changes.

- There were questions from committee members on the future of the bike facility in San Francisco, Caltrain funding and dedicated funding source. One member was concerned that Caltrain was not getting their share of the funding.

## **REPORT OF THE EXECUTIVE DIRECTOR**

### **Certificate of Appreciation to Janet McGovern, Author, “Images of Rail: Caltrain and the Peninsula Commute Service”**

Executive Director Michael Scanlon said Ms. McGovern recently published a book on the comprehensive history of Caltrain and the photos are from archives and her husband Reg McGovern. Mr. Scanlon presented Ms. McGovern with a Certificate of Appreciation.

Ms. McGovern said she appreciates what everyone has done for her in launching the book. She loves Caltrain and wanted to do a book about the railroad that told the story from the standpoint of those who love trains and also get across the point that Caltrain is an important community resource for people.

Director Ash Kalra said this is a great book and that he appreciates the number of pictures that focus on the employees who have made Caltrain so successful over the years.

A motion (Tissier/Kalra) to approve the Certificate of Appreciation was approved by all.

Director Malia Cohen arrived at 10:19 a.m.

Mr. Scanlon reported:

- Thanked Directors Yeager, Kalra, Art Lloyd and Liz Kniss for attending the events at Santa Clara and San Jose on February 29. The speakers reflected on the history of the stations and recognized the staff, contractors and consultants and also the high level of cooperation and coordination between the various agencies. This was the first project completed with American Recovery and Reinvestment Act funding. This project was completed with no injuries.
- Key Caltrain Performance Statistics
  - Monthly Performance Statistics – January 2012 compared to January 2011
    - Total Ridership was 1,111,421, an increase of 12.2 percent.
    - Average Weekday Ridership was 41,369, an increase of 10.8 percent.
    - Total Revenue was \$4,619,063, an increase of 18.5 percent.
    - On-time Performance was 94 percent, a decrease of 1.2 percent.
    - Caltrain Shuttle Ridership was 7,241, an increase of 34.7 percent.
  - Year-to-Date Performance Statistics – January 2012 compared to January 2011
    - Total Ridership was 8,009,740, an increase of 9.6 percent.
    - Average Weekday Ridership was 42,763, an increase of 8.2 percent.
    - Total Revenue was \$33,644,652, an increase of 23.5 percent.
    - On-time Performance was 93.5, a decrease of 0.5 percent.
    - Caltrain Shuttle Ridership was 6,878, an increase of 30.9 percent.
- Deputy CEO Gigi Harrington is working with the framework previously approved by the Board and partner agencies for Fiscal Year 2013 budget to try to get some relief in overcrowded trains during the commute hours.

- The transition to the new rail operator, TransitAmerica Inc. (TASI), continues with critical meetings between TASI, the Federal Railroad Administration (FRA) and the California Public Utilities Commission (PUC). The FRA has indicated they are very satisfied with the progress. In addition, all 11 agreements with the bargaining units have been ratified or are in the process of ratification.
- The Bicycle Advisory Committee (BAC) will meet on Thursday, March 15 and the Transbay Joint Power Authority will present plans for bike facilities at the new Transbay Terminal to the committee. At the January meeting the BAC received a presentation from Warm Planet Bikes.
- After considering all comments, emails and letters regarding the July 1 change to the Codified Tariff staff will recommend retaining the 8-ride ticket.
- Special service:
  - Sharks played three home games in February and ridership was up over 25 percent from last year.
  - Giants Fan Fest carried an additional 5,500 riders, but is a decrease of 14 percent from last year.
  - A modified Saturday schedule operated on Presidents Day. The morning ridership to San Francisco was up 71 percent over last year.
  - There will be a double header soccer match on March 17 at AT&T Park.
  - Giants exhibition baseball begins on April 2 at AT&T Park and the home opener is April 13.

Director of Caltrain Modernization Program Marian Lee said since last month staff has been focused on the Capacity Analysis Operations Feasibility Study on the blended system. Staff released a draft report in November 2011 and comments were accepted until January 15, 2012. A total of 12 agencies/individuals submitted comments. Staff responded to all comments, none of which questioned the overall findings that the blended system was operationally feasible. There were numerous requests for more information. If the request was critical to assessing the viability of the blended system it was addressed in the report. If the request was outside of that scope, staff tried to identify when it would be able addressed.

Ms. Lee said staff also has been working on a draft proposal and conducting stakeholder outreach for an Early Investment Program proposed by the California High Speed Rail Authority (CHSRA).

Ms. Lee said CHSRA released a “High Speed Rail Bay Area Central Valley High Speed Train Partially Revised Draft Program Environmental Impact Report.” This document was circulated and comments were due to CHSRA last week. Caltrain submitted comments and made three points: A full-build four-track option still referred to in the document is not under consideration for this corridor; the blended system is the only approach Caltrain is embracing; a few of our stakeholders desired an extension for time on comments.

Director Yeager said he feels ridership is going to increase with gas prices and at what point do we look at ridership impacting the system. Mr. Scanlon said staff has been worried for quite some time. The performance of the system is better served with the Bombardier cars, but the bicycle community is better served with the gallery cars. Director of Rail, Michelle Bouchard,

and Ms. Harrington are discussing and sizing the FY2013 budget to see if we can increase capacity, but at the same time don't have the long-term funding source needed.

Director Yeager said if we are at 42,000 riders now, at what point are there too many riders. Mr. Scanlon said the average daily ridership figures are less revealing than the amount of overcrowding that occurs on peak trains.

Director Liz Kniss said at the Palo Alto station there is a big increase in ridership, but the big issue is the platforms. Mr. Scanlon said the gallery cars have a single door with steep stairs, but the bicyclists like these cars. Passengers without bikes prefer the Bombardier cars that have two doors in each car and lower floors. To make the railroad what it needs to be there needs to be level boarding.

Deputy CEO Chuck Harvey said in the peak hour there are trains at 110 percent of capacity. There is an issue with lengthening trains because many of the platforms are not able to accommodate six-car consists and there is not enough rolling stock. To get more capacity we would need to add more peak hour service and might be able to add one more train per hour into the system until the Positive Train Control/Communications Based Overlay Signal System is in place. Staff needs to decide on the trade-off in service between peak-hour service or filling in the half hours when the mid-day trains are very empty.

Chair Tissier asked if staff reached out to large employers who have employees that use the train in the peak hours to see if they can move their peak work hours. Mr. Scanlon said there already is some spread in peak hours, but people are slow to embrace major changes in their schedules.

#### Public Comment

Pat Giorni, Burlingame, asked if CHSRA is putting its money into the Caltrain Modernization Program. Mr. Scanlon said CHSRA is very engaged in the blended system and is meeting today in Sacramento where there will be a discussion of the blended system on the southern end. There has been a Memorandum of Understanding (MOU) that has been signed off by 20 parties. There is a realization it is going to be a blended system or nothing through this corridor.

Doug DeLong, Mountain View, said he is happy to see the Board focusing on the ridership number and capacity. There are only three ways to deal with this issue: Have standees on train, lengthen the trains or run more trains. There might be an opportunity to purchase or acquire stock from MetroLink.

Jeff Carter, Burlingame, said ridership is driven by high gas prices. The off-peak service drives the peak service. Modifying service patterns could actually hurt service because it might force people to not use the service if they don't have service at their station.

Kathy Hamilton, Menlo Park, asked what the definition of the blended plan was from the JPB because there are three definitions out in the communities. Most of the people who live along the corridor believe it should be at minimum the Simitian/Eshoo/Gordon Plan. Does the JPB support the one-time build-out as Senator Joe Simitian outlined? Does the JPB need Union Pacific's (UP) permission for electrification? Are there no passing tracks planned in Menlo Park and will it be two tracks set?

Mr. Scanlon said staff is in the process of identifying specifically what the blended system looks like. Ms. Lee and her team have been meeting and working with the stakeholders in creating what the blended system will be. What has been completed is a capacity analysis and to identify the blended system a service plan needs to be developed.

Legal Counsel David Miller said with regard to electrification, direct consent is not needed unlike the intercity issue. The PUC will have to take certain actions and UP will have the opportunity to participate in those proceedings.

### **ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR JANUARY 2012**

Ms. Harrington said through January, and with the budget adjustments made in January, revenue is over budget by \$1.5 million and expenses are \$3 million under budget. The fuel hedge for February will return \$49,000 to the JPB. Half of the fuel portfolio was hedged at \$2.90 per gallon; year-to-date fuel is averaging \$3.10 per gallon and last week it was \$3.27 per gallon.

A motion (Lloyd/Yeager) to accept the January 2012 statement was approved unanimously.

### **AUTHORIZE PROPOSED CHANGES TO CALTRAIN CODIFIED TARIFF**

Executive Officer Customer Service and Marketing Rita Haskin said all comments were taken into consideration and staff has made some adjustments. Staff retained unchanged the recommendations to lengthen the sales period to the 15<sup>th</sup> of the month and to increase the cost of the GO Pass by \$10 to \$165 per employee or a minimum buy-in from the company of \$13,750. Originally, staff recommended increasing the zone cost but now is recommending 25-cents on the base for the one-way and Day Pass fare. After hearing concerns from the Board and our customers staff is recommending retaining the 8-ride ticket, but with tighter constraints. The validity period will be 30 days and the discount will be reduced from 15 percent to 7.5 percent. If 50 percent of those who are using one-way paper tickets don't move to Clipper by March 1, 2013, staff is asking Board authorization to implement the zone increase.

Director Kniss asked about making it easier to load cards. Ms. Haskin said staff is working with the Metropolitan Transportation Commission (MTC) and Cubic to find more outlets where people can load their Clipper cards. There are two new machines waiting to be installed at the Palo Alto station for loading Clipper cards. In about three years when new ticket vending machines (TVMs) are purchased one of the key components staff wants is the capability to load a Clipper card.

Director Yeager said at the event yesterday he heard a comment that the Clipper scanner is too high for those in wheelchairs. Ms. Haskin said MTC did an accessibility analysis prior to rolling this out.

### Public Comment

Jeff Carter, Burlingame, thanked staff for addressing the comments and keeping the 8-ride ticket. He noticed the 10-ride ticket is still in the Codified Tariff. The 8-ride ticket was created to accommodate the validators not working with the 10-ride ticket. Last month he asked how much was spent by MTC in developing and implementing Clipper. Clipper doesn't solve the problem of dozens of transit agencies with their own unique fare system.

Adina Levin, Friends of Caltrain, thanked staff and the Board for listening to the riders on the proposal. There are untapped areas for getting people moved to Clipper. We should reward people for using Clipper and transit more, not only on a single system but multiple systems.

John Murphy, San Francisco, said he still doesn't like the new fare proposal. The 8-ride should be eliminated, but an automatic discount be given to all Clipper users. The people who are using the 8-ride ticket will be reluctant to give up their entire discount. A Giants fan will only see prices going up and will drive.

Michael Drury, San Francisco emailed his comment to JPB Secretary Martha Martinez to read into the record. Mr. Drury said the amended staff proposal concerning 8-ride tickets is notable for two key reasons: It superficially appears to be responsive to the overwhelming public feedback to not eliminate this fare; it does nothing to restore or enhance the utility of this fare type. He asked the Board to seriously question the underlying intent of the amended 8-ride proposal and hold over any decision on this aspect unless or until the public feedback on the matter is fully addressed.

Andy Chow, Redwood City, said he thinks this proposal is premature and the Board needs more time to contemplate a better plan to improve the system. People who are not using Clipper are either from another region or don't travel enough to get a Clipper card.

Pat Giorni, Burlingame, asked when people use TVMs are there more credit card sales rather than cash sales therefore is this 25-cent increase a way to offset vendor fees imposed on Caltrain.

Roland LeBrun, San Jose, said there needs to be an incentive in the card. In London the Oyster Card can be refilled at any automated teller machine. The Americans with Disabilities Act (ADA) issue with Clipper is a person in a wheelchair cannot see the display.

Greg Conlon, Atherton, said on the blended system the conflict still remains between the number of cars and trains per hour in the peak and as a result if High Speed Rail (HSR) is going to hit their passenger count four trains per hour is enough. There is still a conflict between the two agencies that needs to be worked out.

A motion (Yeager/Kniss) to authorize the proposed changes to the Caltrain Codified Tariff was approved unanimously by roll call.

**AUTHORIZE AWARD OF CONTRACTS TO STANTEC/SYSTRA JV AND XORAIL, INC. FOR ON-CALL COMMUNICATION AND SIGNAL SERVICES FOR A THREE-YEAR TERM IN AN AGGREGATE NOT-TO-EXCEED AMOUNT OF \$8,500,000**

Director of Contracts and Procurement Cheryl Cavitt said Staff Coordinating Council (SCC) is asking approval of two contracts for on-call communications and signal services. These contracts will provide continued on-call services with no guarantee level.

A motion (Kniss/Yeager) to award a contract to Stantec/Systra JV and Xorail, Inc. for on-call communication and signal services for a three-year term not-to-exceed amount of \$8,500,000 was approved unanimously by roll call.

**AUTHORIZE AN OPERATING SUBSIDY TO WARM PLANET BIKES AND INCREASE THE FISCAL YEAR 2012 BUDGET BY \$50,000 FOR A NEW OPERATING BUDGET OF \$106,404,289**

Executive Officer, Planning and Development Aidan Hughes said SCC recommends the Board authorize a subsidy to Warm Planet Bikes to operate the San Francisco bicycle parking facility in the amount of \$5,000 per month and authorize the Executive Director to adjust the subsidy to an amount not exceeding \$10,000 per month based on a review of Warm Planet Bikes audited financial records. This will require a new operating agreement with Warm Planet Bikes and a budget amendment. Staff feels this action will allow for the facility to operate and continue providing a very valuable service. Staff will issue an RFP to operate the facility in the future and will include a provision to apply for a subsidy and make use of Proposition K funds from the San Francisco County Transportation Authority. Staff will also be conducting a longer range study of the bike parking and bike access at the San Francisco station in cooperation with the San Francisco Municipal Transportation Authority (SFMTA) and with stakeholder outreach.

Public Comment

Pat Giorni, Burlingame, thanked the Board and staff for their hard work in putting this subsidy together.

Roland LeBrun, San Jose, said the time has come to have a discussion on bikes on trains. The policy in London for bikes is the same as BART that no bikes are allowed during commute hour. Maybe we should start charging for bikes and people without bikes are not allowed to sit in the bike car. There needs to be a comprehensive bike sharing infrastructure similar to that in Paris and London, secure bicycle parking at every station and an access bike parking policy.

Adina Levin, Menlo Park, said bike parking is still a way solve the first and last mile for Caltrain. She thanked staff and the Board for listening to the riders and thanked Interim Manager, Community Relations Bevan Dufty for his assistance on this issue.

John Murphy, San Francisco, thanked the Board and staff for this interim funding. Having people park their bikes at Warm Planet allows for other people who need their bikes to board. There is a SFMTA lot by the 22<sup>nd</sup> Street station and maybe a facility could be opened there.

Jeff Carter, Burlingame, thanked the Board for supporting the Warm Planet Bikes facility. It is a well needed and used program. There may be fewer seats to accommodate bicycles and people who do not have bikes may have to stand, but is there any evidence that a non-bike riding passenger has ever been denied boarding versus those who bring their bike.

A motion (Yeager/Lloyd) to authorize an operating subsidy to warm Planet Bikes and increase the Fiscal Year 2012 budget by \$50,000 for a new Operating Budget of \$106,404,289 was approved unanimously by roll call.

**CALTRAIN MODERNIZATION EARLY INVESTMENT PROPOSAL**

Ms. Lee reported:

- For many decades the JPB has had a vision to electrify the commuter rail system to provide improved service for customers in a greener way and sustainable financial way.
- In 1999 the Board adopted its Strategic Plan.

- Before HSR, staff was able to achieve 35 percent design on the electrification project and an environmental document that served both Federal and State purposes. Staff was successful in receiving Federal approval; State approval is pending.
- The project's biggest challenge was identifying funding.
- HSR was approved by voters and CHSRA made a policy decision to use the Caltrain corridor to access the terminus in downtown San Francisco.
- HSR needs a system that is electrified and Caltrain wants an electrified system.
- CHSRA had been working on an original plan that was a full-build project in the Peninsula corridor, which is approximately 50 miles long. The concept was for four-tracks, which is essentially a two two-track systems, one for Caltrain and one for HSR. This four-track system would be fully grade separated.
- There was local rejection of the full-build concept with the result that CHSRA's design and project level environmental activities in our corridor have been on hold for quite a while. There is no activity related to pursuing a four-track design or a four-track project level environmental document in the corridor.
- Congresswoman Anna Eshoo, State Senator Joe Simitian and Assemblyman Rich Gordon stepped up and challenged Caltrain to develop what they called a blended system: an electrified corridor, substantially within the Caltrain right of way, that connects at San Jose Diridon, does not terminate at 4<sup>th</sup> and King but continues to downtown San Francisco, supports both the Caltrain and HSR systems and the most critical component is that it is done in a way that utilizes the existing tracks and does not require a four-track system.
- This blended system concept starts to lower the project costs and helps advance the project more quickly.
- With these concepts in mind Caltrain took the first step in understanding if a blended system is feasible: Can our tracks be shared with HSR?
- Staff worked with LTK Engineering, who developed a computer simulation of the existing corridor. They modeled the existing tracks, assumed an electrified system, all electric trains and three HSR stations.
- With this scenario, staff tried to figure out how many trains could be run in the corridor and what does passing tracks in a segment of the corridor buy us and what level of impact would they have on the community.
- Staff studied five variations on the location of passing tracks to understand what they can do and what impacts they may have.
- Based on the computer simulation model, LTK Engineering informed staff that the blended system concept has merit. Not only is it practiced in other properties in the United States and in other countries, but for our corridor both systems can run reliably sharing tracks. The potential is up to 10 trains per hour, per direction. Today Caltrain operates five trains in the peak hour per direction. There is capacity for 10 trains if there are passing tracks and capacity for eight without passing tracks.

Director Liz Kniss left at 11:37 a.m.

- Testing was done at 79 miles per hour, which is what is operated today and tested 110 miles per hour. The simulation model showed both speeds could be supported.

- Based on the conclusion and key findings the blended system is operationally viable Caltrain staff has been working with various cities along the corridor to define a process for identifying what this blended system looks like.
- The critical next step in the process will be a decision-making tool for the various stakeholders interested in the process. This will help staff be able to understand the infrastructure requirements, fleet requirements and the various cost implications from upfront capital investment to potential financing to ongoing operations and ongoing maintenance. With this information staff will be able to lay out what the tradeoffs are associated with the various versions of what the blended system could look like and contemplate if they are worth the return on investment.
- This work will take approximately two years and staff is six months into the process.
- A draft CHSRA Business Plan was released in November. There are varying opinions about the Business Plan that included many aspects to a very large project that would be done over a long period of time. There was a particular chapter of interest to Caltrain staff in which the CHSRA put in writing that they understood what works for the Peninsula is the blended system. They also said that even though they are building from the Central Valley out, which would have made this segment one of the last invested in, they said it doesn't have to work that way and that they are willing to see if early investments could be made within this decade.
- As CHSRA is working to revise its draft Business Plan, they have identified various stakeholders in Southern and Northern California and have asked what projects we would propose for investment should early money become available. Southern California has already defined their projects with approximately a \$2 billion budget and a timeframe of 2020. With these general timeframes, the Bay Area projects are being defined.
- Early investment parameters for projects:
  - They must be located in the San Jose to San Francisco segment of the HSR system.
  - They must support both Caltrain modernization and the blended system.
  - There must be no compromising the local planning process.
  - It must be achievable by 2020.
  - The funding, up to \$2 billion, would be a match between Proposition 1A money and other money that can be found.
- The vision in the Draft Proposal is the blended system supporting both Caltrain and HSR electrified service connecting at San Jose Diridon to downtown San Francisco. This vision would be realized in two incremental steps.
  - The early investment being proposed is the first increment that buys an electrified Caltrain service. There is no HSR traffic in the first increment and when, and if, HSR gets to the San Jose Diridon station the Caltrain electrified service would serve as improved feeder service to the HSR system.
  - The recommended projects to achieve this are the Communications Based Overlay Signal System/Positive Train Control (CBOSS/PTC), Caltrain electrification and the installation of poles and wires and power facilities throughout the corridor and conversion of trains from diesel to electric.
  - There are some to be determined items in terms of dollar amount, but not in terms of need. There are infrastructure needs such as upgrading bridges and tunnels and some station work where there is congestion and reliability issues. There will

have to be rail crossing upgrades and these could range from grade separations to improve at-grade crossings.

- There is a placeholder for San Francisco and San Jose as they are the two terminus points of this segment. These two cities are trying to identify what they would need to do in this early proposal.
  - The second increment is what is needed to achieve HSR “one-seat” ride from Los Angeles to San Francisco. At this point there would be HSR traffic in the corridor. The cost and funding for the second increment is to be determined. The key projects include the downtown extension which would extend the commuter rail service from 4<sup>th</sup> and King to downtown San Francisco. HSR and Caltrain systems would have to be integrated. There would be a need for more infrastructure upgrades such as replacing the ties and straightening out certain curves to support higher speeds. Stations would have to be upgraded because there will be HSR stations at this point in the corridor, complete more grade separations or upgrades to the crossings and the issue of passing tracks which is to be determined.
  - Lastly, the issue of storage and maintenance facility. When there was a larger project contemplated there was the idea of a large storage maintenance facility in the corridor. Now that a smaller project is being considered with less HSR traffic, is one needed in the corridor, and if so, how much it might be downsized and what the different location options are?
- Staff has been coordinating outreach with city/county staff, working with the various transportation agencies in the region and been holding or attending various public meetings. Staff met with the San Mateo County Rail Corridor Partnership on February 29 and on March 2 will be meeting with the Peninsula Cities Consortium.
  - Upcoming transportation meetings include the CHSRA meeting on April 5 where the revised Business Plan will be discussed.
  - The MTC is the lead regional agency trying to reconcile and consider all the various interests in the transportation agencies in the region about how they want to invest this money. The MTC is scheduled to consider the MOU March 28.
  - Staff will be coming back to the JPB as more progress is made on the MOU.
  - The San Mateo County Rail Corridor Partnership included the cities of San Mateo, South San Francisco, Redwood City, Millbrae, Burlingame and Brisbane. Comments received from this meeting include:
    - They agree this is very rushed and it is hard to have a thoughtful discussion. Some did note even though it was rushed they didn’t want to lose this funding opportunity.
    - The majority of the cities support Caltrain modernization and the blended system. Burlingame is to be determined. They need to have a city council meeting before they can take a position. San Mateo’s council did take a formal position of conditional support. The representatives of the remaining cities assessed their council members, but are short of a city council action.
    - Specific to the early investment proposal there was majority support among city representatives but they did have very strong conditions for their support.
    - There is no further contemplation of a four-track, full-build project in our segment and we are only talking about the blended system.

- For the first increment of projects in the early investment there are no passing tracks. In order to figure out what the cities' position is on the passing tracks it would need to be evaluated further and it would be a concept for the second increment.
- The contemplation of increasing train service in the peak hours has to be linked with an understanding of what needs to be done to address safety and the impact of the changing gate down time and how that would affect the local traffic circulation in their cities.
- There was one city specific comment of no storage maintenance facility in Brisbane. This is a very city specific issue because it is an industrial facility in an area where they want to do a transit oriented development.
- The MOU that MTC is preparing with the CHSRA it provides a parameter about what the early investment program would be. They said it is important to have the cities local interest reflected in the MOU. MTC, because of their regional perspective, would not have that. So when there is contemplation of what parties would be in the MOU they wanted a solution as to how the local representation could be strong in whatever MOU is developed with the CHSRA.
- Other comments received include:
  - Many of the comments are for HSR.
  - There is still great concern about the continued reference to a four-track, full-build project in various CHSRA documents. They understand there is mention of blended system, but the fact there is still discussion about it gives public a lot of anxiety
  - They are concerned about the passing tracks. They don't believe passing tracks sync up with the guidelines that were proposed by Congresswoman Eshoo, Senator Simitian and Assemblyman Gordon.
  - Desire a very new and different HSR agreement that lays out the conditions of how and why we would want to work together.
  - Ongoing questions about the pending attorney general ruling. They want to know if the blended system meets Proposition 1A, if the environmental document for the corridor can be downsized and if the blend system qualifies for Proposition 1A funding.

For the comments that deal with the MOU and the early investment project, staff will continue to work through MTC and address those comments. Many of the comments that are outside of our scope will be directed to CHSRA staff.

#### Public Comment

Brandt Grotte, Mayor of San Mateo, said he is glad to see the JPB driving this process and not the CHSRA. The City of San Mateo submitted a letter that their city is one of the few segments where there is only one vertical alignment proposal. It minimizes right of way impacts, speaks of local match in two different venues both \$12 million from the city of San Mateo as well as Measure A funding. This is a proposal that has the backing of the entire San Mateo City Council and meets the Caltrain Footprint Study.

Larry Patterson, City of San Mateo, said the project they would like to have included in the first increment is the 25<sup>th</sup> Avenue Grade Separation and Rail Alignment Project, which has been part

of the City's Rail Corridor Plan. It is a key factor in completing the Bay Meadows Project because one of the grade separations needs to be in for that project to be fully completed and fully transit oriented. The city is asking for grade separation projects within that increment as described as grade crossing improvements and enhancements be included in the first tier. Ms. Lee has been helpful in changing the discussion and very effective in shifting the focus from what we don't like about HSR to what we really want in the corridor.

Richard Hackmann, City of Palo Alto, said the city will be submitting a formal letter to Caltrain and the MTC outlining their explanations for what would be contained within any MOU that is entered into. The City of Palo Alto wants it explicitly stated that a four-track alignment is off the table and focus on a two-track blended system.

Jeff Carter, Burlingame, said he is urging Caltrain to not limit to two tracks because there may be a need for expansion in the future and not limit to six trains per hour. One of the problems is there are community anti-HSR coalitions that do nothing but lie through their teeth about HSR and want to kill this project no matter what. They are scaring people and having them believe that thousands of houses are going to be destroyed and trees are going to be cut down. The city councils are buying into this garbage from these organizations. Sixty-eight percent of the Caltrain right of way is 100 feet or wider and that is more than enough to accommodate four tracks.

Jim Bigelow, Redwood City-San Mateo County Chamber of Commerce, said he has a copy of the 2004 Environmental Impact Report for electrification. The process that Ms. Lee outlined would be great to use to update the report and get a document where we are ready to go forward. Also San Mateo County spent \$2 million on the footprint of all the at-grade crossings with options for the cities.

Pat Giorni, Burlingame, said the CHSRA Board meeting on April 5 is when they are going to determine whether they are going to adopt the draft Business Plan which is exploring the blended system. Therefore she cautioned the Board going into any MOU about any early investment until the Business Plan is adopted and the CHSRA takes out of the draft EIR any talk of the four-track system.

Director Cohen left at 12:07 p.m.

Adina Levin, Friends of Caltrain, thanked Ms. Lee for changing the discussion and keeping people calm. There are risks to the HSR project that are out of our control, but if it goes forward the plan is good for Caltrain and the corridor.

Roland LeBrun, San Jose, said those travelling to the downtown extension should be charged an extra \$1.

Greg Conlon, Atherton, said the CHSRA needs to be challenged on how they are going to finance, the number of trains, ridership and getting their number of trains through two tracks. Traffic congestion is going to be bad especially if there is no grade separation and this could lead to a safety issue.

Vaughn Wolfe, Pleasanton, said cities have no right to say no to four tracks and no one in this area has the audacity to say the future cannot have four tracks.

### **LEGISLATIVE UPDATE**

Government Affairs Manager Seamus Murphy reported that at the State level staff has been working with the delegation on the early investment in the Caltrain corridor from the CHSRA. The other issue staff is focused on is dedicated funding with Assemblyman Jerry Hill. He has introduced a Assembly Bill 2102 that ultimately would provide Caltrain the authority to put a measure on the ballot to ask voters to approve a sales tax that would fund Caltrain operations and capital improvements. Before the details of the bill are worked out, staff is exploring the opportunity to add additional co-sponsors from the Caltrain delegation. Staff is hopeful that every legislator who represents the Caltrain service area would eventually sign on to the bill.

Mr. Murphy said at the Federal level, House Resolution 7, the Surface Transportation Reauthorization bill, has been tabled. The bill called for removal of the guaranteed funding for the Mass Transit Account which provides Caltrain with formula funding every year to maintain and expand the service and system. There was an overwhelming nationwide response in opposition to the finance provision of the bill. The American Public Transportation Association led the effort to encourage agencies all over the country to reach out to their members and express opposition to that provision. Staff put together a letter of opposition with a key and broad group of community regional stakeholders who were all opposed to that finance provision. Staff is happy to see that the bill has been tabled. The House is going to come forward with another proposal likely to look more like the short-term Senate version for the reauthorization. The House and Senate are going to have different ideas about how to finance the additional revenue that will be needed to support two years of surface transportation.

### **CAPITAL PROJECTS QUARTERLY STATUS REPORT – 2<sup>ND</sup> QUARTER FISCAL YEAR 2012**

No discussion.

#### Public Comment

Colt Rymer, Redwood City, said he is interested in quiet zones along the Peninsula and what is the requirement for quiet zones for crossing gates. Mr. Scanlon said the local jurisdictions have to come up with the quiet zones and assume liability.

Greg Conlon, Atherton, said if congestion gets too bad, there needs to be a look at open trenches at the larger cities to alleviate congestion. He said next month Atherton is going to propose service be resumed at their city and the construction costs at Atherton is increasing since it is in a pending status.

Jeff Carter, Burlingame, said in Millbrae there is a grade separation at Hillcrest and it only takes 430 feet of Hillcrest and grade separations that are proposed in Palo Alto are nearly 1,000 feet and wondered why that is.

### **CORRESPONDENCE**

No discussion.

**BOARD MEMBER REQUESTS**

None

**DATE/TIME/PLACE OF NEXT MEETING**

The next meeting will be Thursday, April 5 2012, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

**GENERAL COUNSEL REPORT**

Closed Session: Conference with Leal Counsel – Existing Litigation – Pursuant to Government Code Section 54956.9(a): Robert Lightfoot v. City and County of San Francisco, et. al.

No closed session was held.

**ADJOURNED**

Adjourned at 12:19 p.m.

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

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

**ACTION**

Staff Coordinating Council (SCC) recommends the Board authorize the Executive Director, or his designee, to submit grant applications, with concurrent Letter of No Prejudice (LONP) requests, to the State of California Emergency Management Agency (CalEMA) and to file and execute certifications, assurances and other required documentation to receive \$939,246 in Fiscal Year 2011/2012 Proposition 1B California Transit Security Grant Program (CTSGP) funds from the State for transportation security projects.

**SIGNIFICANCE**

CalEMA requires eligible recipients of Proposition 1B CTSGP funds to submit resolutions, approved by their governing bodies, authorizing designated agency officer(s) to execute any action necessary for the processing of applications associated with the programming and receipt of funds. Approval of this item will meet CalEMA's CTSGP funding requirement.

Due to the ongoing State fiscal crisis, the State Controller has not been able to sell a sufficient amount of bonds to fully fund all Proposition 1B capital projects. Should no funding be available at the time the JPB files its funding applications, the LONP would enable the JPB to proceed with work utilizing its own funds, and to be reimbursed once bond proceeds become available.

**BUDGET IMPACT**

There is no budget impact related to this action. Proposed projects to be funded with Proposition 1B CTSGP funds include right-of-way fencing and the installation of closed circuit television cameras (CCTV's) at Caltrain stations. It is anticipated that these projects will be included in the upcoming Fiscal Year 2013 Capital Budget development cycle. Staff expects to fund these projects with 100 percent Proposition 1B CTSGP funds since these grant funds require no local match.

**BACKGROUND**

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, otherwise known as Proposition 1B, was approved by California voters on November 7, 2006. Proposition 1B includes a funding program specifically for transit safety and security projects, known as the California Transit Security Grant Program (CTSGP). The State Controller develops a list of eligible transit operators and the amount of funds that each operator is eligible to receive on an annual basis. Funding allocations are contingent on bond sales, which have been delayed due to the State's current fiscal environment.

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

Prepared by: Peter Skinner, Senior Grants Analyst

650.622.7818

**RESOLUTION NO. 2012 -**

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

\* \* \*

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

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

**WHEREAS**, the CTSGP is administered by the California Emergency Management Agency (CalEMA); and

**WHEREAS**, the State Controller develops an annual list of eligible transit operators with the amounts that each eligible operator is programmed to receive; and

**WHEREAS**, the Peninsula Corridor Joint Powers Board (JPB) is on a list of eligible recipients for CTSGP funds; and

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

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

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

**WHEREAS**, staff recommends the Board authorize the Executive Director, or his designee, to submit applications for Fiscal Year (FY) 2012 CTSGP funds, with concurrent LONPs, and to file and execute certifications, assurances, and any other documentation required by CalEMA.

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

1. Authorizes the Executive Director, or his designee, to file applications and concurrent LONPs with CalEMA for FY2012 Proposition 1B CTSGP funds; and
2. Authorizes the Executive Director, or his designee, to take such actions as may be necessary to give effect to this resolution, including executing any agreements, certifications, assurances, or other documentation that may be required to receive the funds.

Regularly passed and adopted this 5<sup>th</sup> day of April 2012, 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:** Michael J. Scanlon  
Executive Director

**FROM:** Rita P. Haskin  
Executive Officer, Customer Service and Marketing

**SUBJECT: AUTHORIZE DISCOUNT PILOT PROGRAM TO ENCOURAGE  
ADVANCE GROUP SALES**

**ACTION**

The Staff Coordinating Council (SCC) recommends that the Board authorize a maximum 18-month pilot program to encourage advance sales to groups of 25 or more by providing a 10 percent discount off the paper ticket fares. The pilot program would go into effect July 1, 2012.

**SIGNIFICANCE**

Offering a modest discount on tickets sold to groups provides an incentive for the groups to pre-purchase tickets and allows for improved customer service and operations. Having customers pre-ticketed provides streamlined boarding, leading to better on-time performance. The rail operator also has found it helpful to have advance information that a large group will be boarding at a particular station.

**BUDGET IMPACT**

The budget impact may be slightly positive as the program draws more groups to Caltrain.

**BACKGROUND**

Under the authority of the Executive Director, advance sales were provided to groups on a trial basis, with the price tied to the cost of an 8-ride Ticket. The results were encouraging and led to the recommendation for this pilot program. Metrics will be established to determine the program's effectiveness. If the pilot program proves successful, the SCC may recommend it be included in the codified tariff.

Many groups ride Caltrain for their outings, including field trips, scavenger hunts, baseball games and visits to parks along the Caltrain line. In 2011, 139 groups – with nearly 10,000 participants – used the program.

Prepared by: Rita P. Haskin, Executive Officer, Customer Service and Marketing 650.508.6248

**RESOLUTION NO. 2012 -**

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STATE OF CALIFORNIA**

\* \* \*

**AUTHORIZING DISCOUNT PILOT PROGRAM TO ENCOURAGE  
ADVANCE CALTRAIN GROUP SALES**

**WHEREAS**, many groups ride Caltrain for their outings, including field trips, scavenger hunts, baseball games and visits to parks along the Caltrain line; and

**WHEREAS**, offering a modest discount on tickets sold to groups provides an incentive for the groups to pre-purchase tickets, which allows for improved customer service and operations, provides streamlined boarding, leading to better on-time performance, and provides the Caltrain rail operator with advance information that a large group will be boarding at a particular station; and

**WHEREAS**, under the authority of the JPB's Executive Director, advance sales were provided to groups on a trial basis, with the price tied to the cost of an 8-ride Ticket; and

**WHEREAS**, based upon the encouraging results of the trial advance sales program, the Staff Coordinating Council (SCC) recommends that the Board authorize a maximum 18-month pilot program to encourage advance sales to groups of 25 or more by providing a 10 percent discount off the paper ticket fares, which program would go into effect July 1, 2012; and

**WHEREAS**, if the pilot program proves successful, the SCC may recommend the inclusion of this program in the codified tariff.

**NOW, THEREFORE, BE IT RESOLVED** that the Peninsula Corridor Joint Powers Board hereby authorizes a maximum 18-month pilot program to encourage advance sales to groups of 25 or more by providing a 10 percent discount off the paper ticket fares, effective July 1, 2012.

Regularly passed and adopted this 5<sup>th</sup> day of April, 2012 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:** Michael J. Scanlon  
Executive Director

**FROM:** C.H. (Chuck) Harvey  
Deputy CEO

**SUBJECT: KEY CALTRAIN PERFORMANCE STATISTICS FEBRUARY 2012**

February 2012 Caltrain average weekday ridership (AWR) was 42,959, which is an increase of 5,885 or 15.9 percent over February 2011 AWR of 37,074. The total number of passengers for the month of February 2012 was 1,088,162, which is an increase of 19.9 percent over the February 2011 total of 907,717. With 2012 being a leap year, the unusually high growth for the monthly total is the result of operating an extra day. Regardless of the number of days operated, Caltrain ridership continues to climb for the 19<sup>th</sup> consecutive month.

On-time performance was 94.6 percent in February 2012, only slightly below the 95 percent Caltrain standard. However, when trains arriving within 10 minutes of the scheduled arrival time are included, on-time performance rises to 97.7 percent. Looking over the last several months, on-time performance has been steadily increasing. The largest contributors to delays in February were related to mechanical issues and boarding (both bicycles and passengers needing assistance). Mechanical delays in February totaled 613 minutes, which is a decrease over the previous month.

Looking at customer service statistics, there were 9.6 complaints per 100,000 passengers. When compared with February 2011, the number of complaints decreased by more than 12 percent. While the number of compliments decreased compared with January 2012, the majority of compliments received in February were regarding the return of expensive items through the lost and found system.

Average weekday shuttle ridership was 7,871, which is an increase of 2,446 or 45.1 percent over February 2011 AWR of 5,425. This high growth is largely influenced by Stanford's Marguerite shuttle, which now constitutes just over 50 percent of Caltrain shuttle ridership. Marguerite AWR is double what it was a year ago and many of the employer shuttles are also up significantly. For the station shuttles, the Millbrae-Broadway shuttle averaged 153 daily riders. The Belmont-Hillsdale shuttle averaged 70 daily riders. The weekend Tamien-San Jose shuttle averaged 19 riders per day.

## **Caltrain Promotions – February 2012**

**San Jose Sharks** – The Sharks continue to skate their hearts out, and as the season draws closer to the end, hockey fans are still heading to Caltrain to get them to the ice. Facebook, Twitter, Google+, onboard adcards, pre-game radio spots on KFOX during Coach’s Corner, a web button and page on Caltrain’s site and link on the Sharks’ site are used to let fans know that Caltrain is the answer to sitting in the penalty box of traffic on the roads. Two popular publications – *Caltrain Connection* and *Track the Fun* – include information on service to the Shark Tank. Caltrain carried 1,110 customers after the four February games. Year-to-date ridership is up 25 percent compared to last year.

**Giants Fan Fest** – Giants fever is starting to heat up as the season draws near. And, they are learning that the perfect prescription is Caltrain. To accommodate the crowds, Caltrain ran two extra round-trip trains. More than 5,500 fans rode trains for the Fan Fest. The service was promoted by a news release and social media.

**Partnerships** – Caltrain Marketing staff works with a number of event organizers to co-promote events that will generate train ridership and also provide added value for current Caltrain customers. Partnerships in February included Disney on Ice Presents Toy Story 3, SAP Open Tennis and Bay Area Travel & Adventure Show. The events are generally promoted in the *Track the Fun* brochure, *Caltrain Connection* newsletter, Facebook, Twitter, Google+ and news releases. If the event sponsor offers a discount to Caltrain customers, the information is included on Caltrain’s Track the Savings web page. Many of the promoters also include Caltrain in their promotional materials, such as Disney on Ice including Caltrain in its television commercials.

**Hayward Park Transit-oriented Development** – To announce that Caltrain is seeking Statements of Qualifications for possible development of land adjacent to the Hayward Park Caltrain Station in San Mateo, Caltrain ran an online banner advertisement on a well-known real estate/property development website, *The Registry*.

Prepared by: Rita P. Haskin, Executive Officer, Customer Service and Marketing 650.508.6248  
Ted Yurek, Senior Planner, Operations Planning 650.508.6471

### Table A

#### February 2012

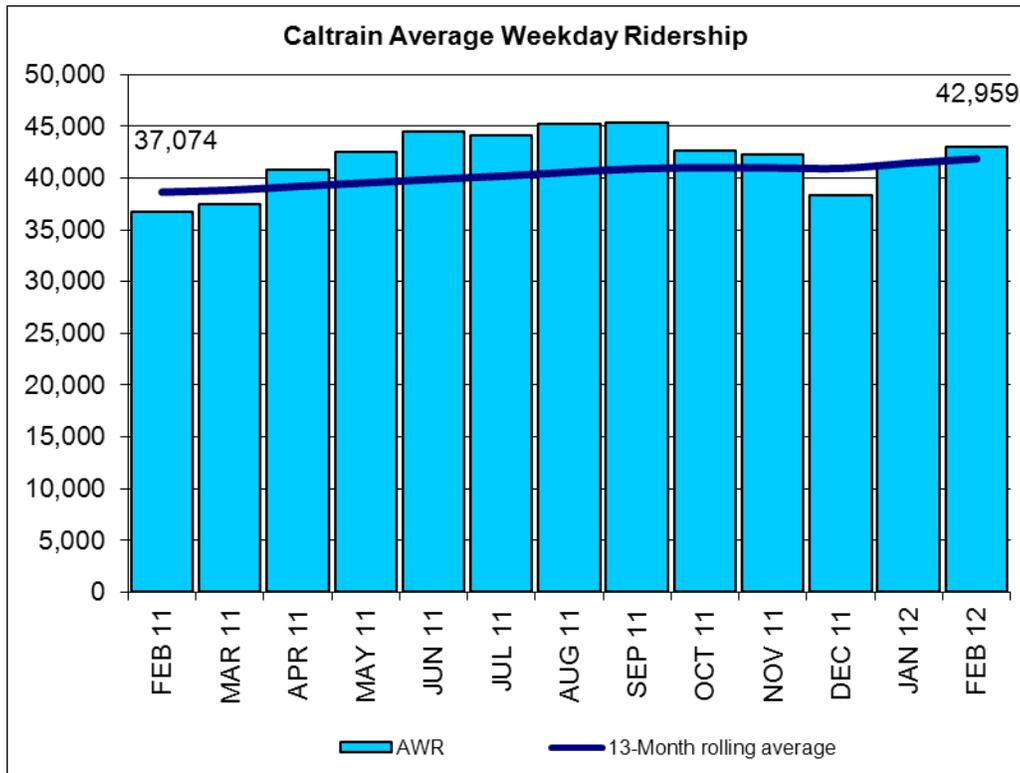
	FY2011	FY2012	%Change
Total Ridership	907,717	1,088,162	19.9%
Average Weekday Ridership	37,074	42,959	15.9%
Total Farebox Revenue	\$3,772,428	\$4,694,065	24.4%
On-time Performance	93.9%	94.6%	0.7%*
Average Caltrain Shuttle Ridership	5,425	7,871	45.1%

#### Year to Date

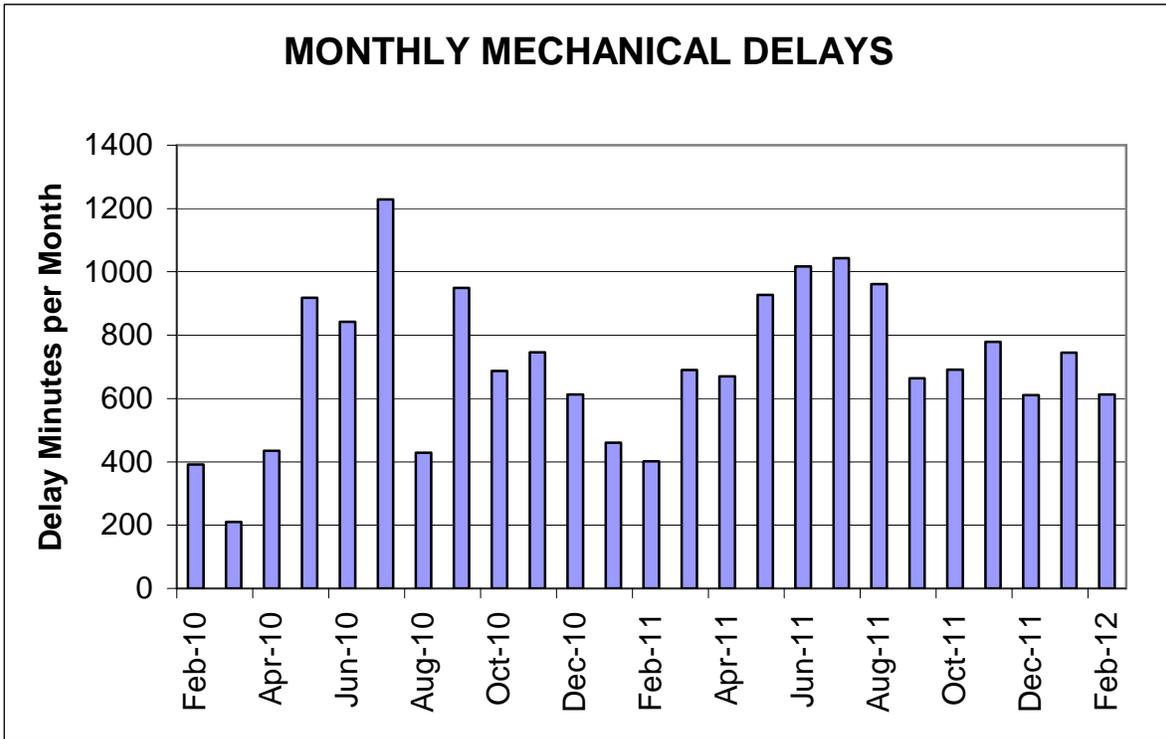
	FY2011	FY2012	%Change
Total Ridership	8,217,315	9,097,902	10.7%
Average Weekday Ridership	39,212	42,788	9.1%
Total Farebox Revenue	\$31,014,985	\$38,338,717	23.6%
On-time Performance	94.0%	93.6%	-0.4%*
Average Caltrain Shuttle Ridership	5,277	7,002	32.7%

\* numeric difference of the percentages

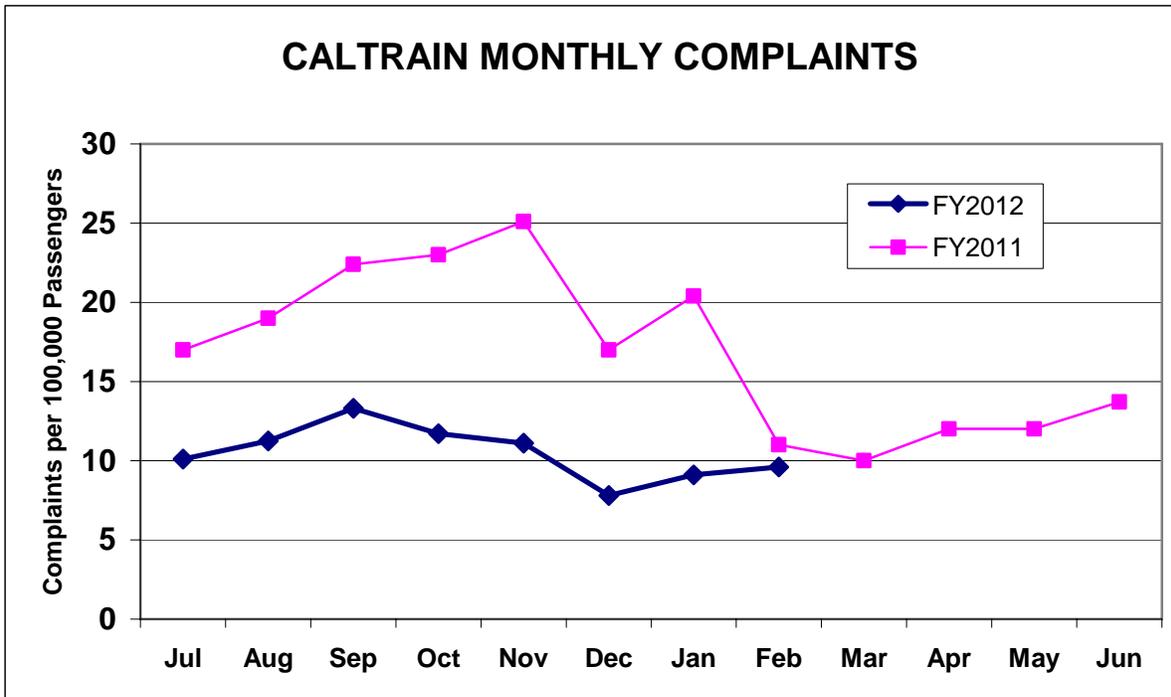
### Graph A



Graph B



Graph C



PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **STATEMENT OF REVENUE AND EXPENSE FOR THE PERIOD  
ENDING FEBRUARY 29, 2012 AND SUPPLEMENTAL INFORMATION**

**ACTION**

Staff proposes that the Board of Directors accept and enter into the record the Statement of Revenue and Expense for the month of February 2012 and supplemental information.

**SIGNIFICANCE**

**Revenue:** For February of Fiscal Year 2012, *Total Operating Revenue* (line 7) is \$2,404,336 or 5.7 percent **better** than budget. Within total operating revenue, *Farebox Revenue* (line 1), *Parking Revenue* (line 2), *Rental Income* (line 4) and *Other Income* (line 5) together are \$2,548,167 or 6.2 percent **better** than budget. Compared to the prior year, *Total Operating Revenue* (line 7) is \$8,028,664 or 22.2 percent **higher** driven mainly by *Farebox Revenue* (line 1) which is \$7,330,860 or 23.6 percent **higher**.

**Expense:** *Grand Total Expense* (line 46) is \$3,859,424 or 5.6 percent **better** than budget. *Total Operating Expense* (line 33) is \$2,792,371 or 4.6 percent **better** than budget. Within total operating expense, *Contract Operating & Maintenance* (line 23) and *Services* (line 31) together are \$2,146,934 or 5.2 percent **better** than budget. *Total Administrative Expense* (line 42) is \$1,067,053 or 13.9 percent **better** than budget.

Compared to prior year, *Grand Total Expense* (line 46) are \$3,795,231 or 6.1 percent **higher**. The increase in expense is mainly due to *Contract Operating & Maintenance* (line 23), *Fuel* (line 26) and *Administrative Expense* (line 42) which together are \$2,437,721 or 4.5 percent **higher** and is offset by *Insurance* (line 28) which is \$1,080,472 or 25.5 percent **lower** than budget.

**Budget Amendments:** There are no budget revisions for the month of February 2012.

Prepared by: Sheila Tioyao, Manager, General Ledger  
Jeannie Chen, Senior Accountant

650.508.7752  
650.508.6259

**PENINSULA CORRIDOR JOINT POWERS BOARD**  
**STATEMENT OF REVENUE AND EXPENSE**  
**Fiscal Year 2012**  
**February 2012**

% OF YEAR ELAPSED **66.7%**

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
(AS PROJECTED)								
<b>REVENUE</b>								
OPERATIONS:								
1 Farebox Revenue	4,694,065	31,014,984	38,345,844	36,045,359	106.4%	50,644,719	54,019,757	71.0%
2 Parking Revenue	266,996	1,604,130	2,133,161	1,921,482	111.0%	2,776,600	2,987,854	71.4%
3 Shuttles	96,807	751,190	621,864	765,696	81.2%	1,148,579	1,148,579	54.1%
4 Rental Income	145,512	1,159,035	1,183,212	1,158,160	102.2%	1,737,240	1,737,240	68.1%
5 Other Income	217,476	1,673,183	1,947,105	1,936,154	100.6%	2,913,060	2,913,060	66.8%
6								
7 <b>TOTAL OPERATING REVENUE</b>	<b>5,420,856</b>	<b>36,202,523</b>	<b>44,231,187</b>	<b>41,826,851</b>	<b>105.7%</b>	<b>59,220,198</b>	<b>62,806,490</b>	<b>70.4%</b>
8								
CONTRIBUTIONS:								
10 AB434 Peninsula Feeder Shuttle	82,778	666,667	658,423	659,532	99.8%	1,000,000	1,000,000	65.8%
11 Operating Grants	2,500	5,064,447	2,240,710	5,142,130	43.6%	9,222,450	9,271,706	24.2%
12 JPB Member Agencies	2,111,438	23,393,421	16,891,502	16,891,496	100.0%	25,337,256	25,337,256	66.7%
13 Other Sources	441,065		1,610,273	4,971,510	32.4%	9,000,000	9,000,000	17.9%
14								
15 <b>TOTAL CONTRIBUTED REVENUE</b>	<b>2,637,781</b>	<b>29,124,534</b>	<b>21,400,908</b>	<b>27,664,668</b>	<b>77.4%</b>	<b>44,559,706</b>	<b>44,608,962</b>	<b>48.0%</b>
16								
17 <b>GRAND TOTAL REVENUE</b>	<b>8,058,637</b>	<b>65,327,057</b>	<b>65,632,095</b>	<b>69,491,519</b>	<b>94.4%</b>	<b>103,779,904</b>	<b>107,415,452</b>	<b>61.1%</b>
18								
<b>EXPENSE</b>								
OPERATING EXPENSE:								
23 Contract Operating and Maintenance	4,104,772	37,833,706	38,652,923	40,698,385	95.0%	62,851,773	62,423,008	61.9%
24 Operator Contract Transition Costs	420,247	-	1,495,087	1,667,383	89.7%	3,200,000	4,700,000	31.8%
25 Shuttles (incl Peninsula Pass)	231,302	1,952,967	1,882,327	2,008,558	93.7%	2,984,550	2,984,550	63.1%
26 Fuel	1,444,701	7,964,534	10,398,113	10,530,184	98.7%	14,660,380	15,160,380	68.6%
27 Timetables and Tickets	19,865	95,760	94,043	94,500	99.5%	161,000	161,000	58.4%
28 Insurance	341,731	4,232,779	3,152,307	3,246,640	97.1%	4,870,000	4,870,000	64.7%
29 Facilities and Equipment Maint	325,512	753,911	965,611	967,807	99.8%	1,037,260	1,497,260	64.5%
30 Utilities	136,060	1,016,121	946,812	1,064,667	88.9%	1,596,835	1,596,835	59.3%
31 Services	111,439	748,238	681,099	782,571	87.0%	1,171,760	1,171,760	58.1%
32								
33 <b>TOTAL OPERATING EXPENSE</b>	<b>7,135,629</b>	<b>54,598,017</b>	<b>58,268,323</b>	<b>61,060,694</b>	<b>95.4%</b>	<b>92,533,558</b>	<b>94,564,793</b>	<b>61.6%</b>
34								
ADMINISTRATIVE EXPENSE								
36 Wages and Benefits	475,698	3,993,262	3,617,144	4,285,681	84.4%	6,340,690	6,336,359	57.1%
37 Board of Directors	1,259	7,961	6,633	7,200	92.1%	10,800	10,800	61.4%
38 Professional Services	211,364	1,436,377	1,821,904	1,818,119	100.2%	2,143,542	2,263,861	80.5%
39 Communications and Marketing	1,727	148,034	36,767	100,572	36.6%	171,000	171,000	21.5%
40 Office Expense and Other	141,056	917,964	1,146,075	1,484,003	77.2%	1,477,439	1,904,601	60.2%
41								
42 <b>TOTAL ADMINISTRATIVE EXPENSES</b>	<b>831,104</b>	<b>6,503,597</b>	<b>6,628,522</b>	<b>7,695,575</b>	<b>86.1%</b>	<b>10,143,471</b>	<b>10,686,621</b>	<b>62.0%</b>
43								
44 Long Term Debt Expense	91,906	735,250	735,250	735,250	100.0%	1,102,875	1,102,875	66.7%
45								
46 <b>GRAND TOTAL EXPENSE</b>	<b>8,058,638</b>	<b>61,836,864</b>	<b>65,632,095</b>	<b>69,491,519</b>	<b>94.4%</b>	<b>103,779,904</b>	<b>106,354,289</b>	<b>61.7%</b>

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



**PENINSULA CORRIDOR JOINT POWERS BOARD**

**INVESTMENT PORTFOLIO**

**AS OF FEBRUARY 29, 2012**

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
Local Agency Investment Fund (Restricted)	Liquid Cash	0.389%	\$ 2,000,000	\$ 2,000,000
Local Agency Investment Fund (Unrestricted)	Liquid Cash	0.389%	28,384,566	28,384,566
Investment Portfolio (Unrestricted)	Liquid Cash	0.812%	1,498,575	1,500,101
Other (Unrestricted)	Liquid Cash	0.010%	1,835,851	1,835,851
			\$ 33,718,992	\$ 33,720,517

Accrued Earnings for February, 2012	\$13,557.27
Cumulative Earnings FY2012	\$128,154.94

\*\* 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.

**PENINSULA CORRIDOR JOINT POWERS BOARD**  
**STAFF REPORT**

**TO:** Joint Powers Board

**THROUGH:** Michael J. Scanlon  
Executive Director

**FROM:** Marian Lee  
Director, Caltrain Modernization Program

**SUBJECT: EARLY INVESTMENT MEMORANDUM OF UNDERSTANDING  
UPDATE**

**ACTION**

No action is required. This item is being presented to the board for information only.

**SIGNIFICANCE**

Staff is continuing to reach out to local partners to collect input regarding the early investment proposal, which was presented at the last Board meeting.

Staff will provide an update on initial outreach and recommendations for addressing stakeholder concerns. Staff will also present an update on the MOU related to the early investment proposal prepared by the Metropolitan Transportation Commissions (MTC), the regional transportation agency responsible for making critical investment decisions on priority regional projects.

**BUDGET IMPACT**

There is no impact to the budget.

**BACKGROUND**

The early investment proposal is an opportunity to leverage funding from the California High Speed Rail Authority (CHSRA) with locally secured funding in a near-term timeframe to modernize the Caltrain corridor. This strategy provides Caltrain with funds to implement the advanced signal system (CBOSS PTC) project and operate electrified Caltrain service. These projects would prepare the corridor for a future blended system that supports Caltrain and high-speed rail services.

Prepared by: Marian Lee, Director, Caltrain Modernization Program

650.622.7843

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

**TO:** Joint Powers Board

**THROUGH:** Michael J. Scanlon  
Executive Director

**FROM:** Gigi Harrington  
Deputy CEO

**SUBJECT: ASSESSMENT OF THE FISCAL YEAR 2012 FUEL HEDGING  
PROGRAM**

**ACTION**

This item is presented for informational purposes only.

**SIGNIFICANCE**

A fuel hedging program was instituted for Fiscal Year (FY) 2012 to cover 50 percent of the Peninsula Corridor Joint Powers Board's (JPB) projected diesel fuel usage, which was approximately 2.1 million gallons.

The fuel hedging program allowed the JPB both to reduce uncertainty in the fuel budget for FY2012 and to take advantage of the relatively low market prices at the time it executed the fuel hedging transaction.

Consistent with its Fuel Hedging Policy adopted on April 7, 2011, the JPB purchased a price cap of \$2.90 per gallon based on the Gulf Coast Ultra Low Sulfur Diesel (ULSD) index. The estimated budget savings from the diesel fuel price cap was about \$800K over the fuel cost the JPB otherwise would have needed to assume for its fuel budget.

The counterparty on the FY2012 transaction was Deutsche Bank (DB). Because in all but one month of the fiscal year to date, the average price of the Gulf Coast ULSD index has exceeded the \$2.90 cap price, the JPB has so far received payment of \$165,253 from DB. The JPB also realized the primary purpose of the cap, which was to provide budget certainty. The cost of the cap was \$506,100, which was paid by the JPB as an upfront premium. The following table summarizes the results of the FY2012 Program to date.

	<b>Gulf Coast ULSD Avg Price</b>	<b>JPB Avg Price Before Fee*</b>	<b>Variance of ULSD Price &amp; JPB's Cap Price</b>	<b>Variance of ULSD Price &amp; Cap Price</b>	<b>Payment from DB</b>
July	\$3.1158	\$3.1398	(\$0.0240)	\$2.90	\$37,765.00
August	\$2.9705	\$2.9819	(\$0.0114)	\$2.90	\$12,337.50
September	\$2.9371	\$3.1020	(\$0.1649)	\$2.90	\$6,492.50
October	\$2.9562	\$3.0826	(\$0.1264)	\$2.90	\$9,835.00
November	\$3.0527	\$3.1644	(\$0.1117)	\$2.90	\$26,722.50
December	\$2.8772	\$2.9667	(\$0.0895)	\$2.90	\$0.00
January	\$3.0314	\$3.0779	(\$0.0465)	\$2.90	\$22,995.00
February	\$3.1806	\$3.2252	(\$0.0446)	\$2.90	\$49,105.00
<b>YTD</b>					<b>\$165,252.50</b>

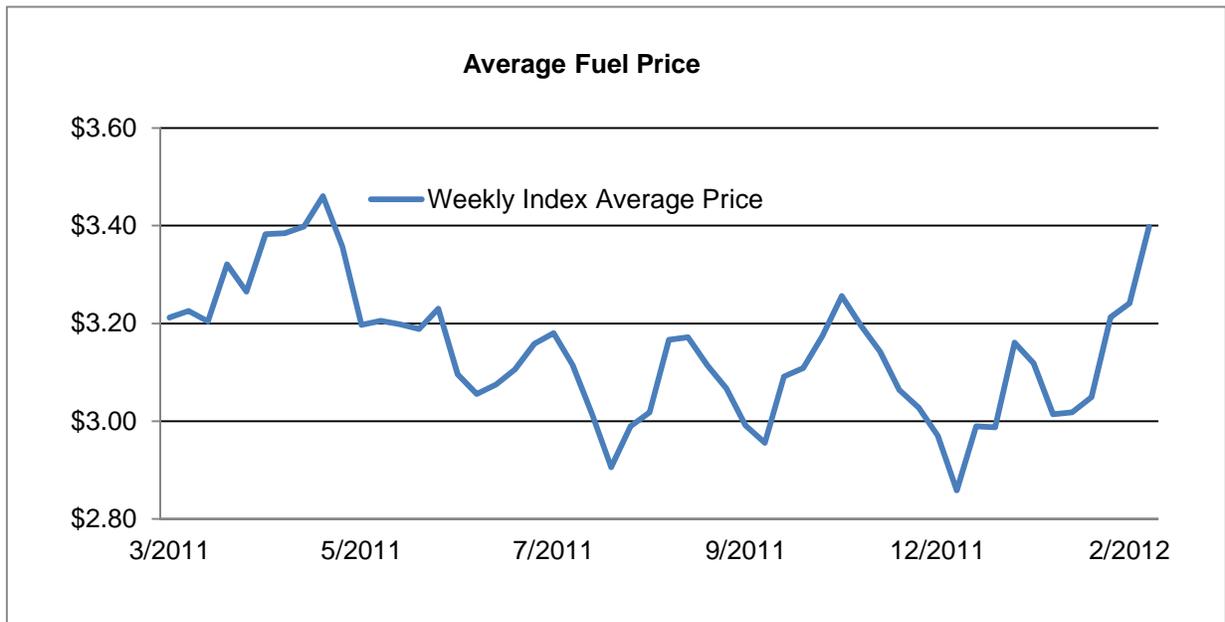
\* A \$0.0074 ultra-low sulfur diesel fee is added to the JPB price per gallon.

**BUDGET IMPACT**

There is no impact to the Budget.

**BACKGROUND**

The JPB currently purchases fuel from Pinnacle Petroleum based on the average weekly spot price for Oil Price Information Service (OPIS) index, exposing the JPB to market price fluctuation. During the past 12-month period from March 1, 2011 to February 29, 2012, the price of OPIS has ranged from a high of \$3.46 per gallon in the last week of April 2011 to a low of \$2.86 in the third week of December 2011.



**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Mark Simon  
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

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

**STATE ISSUES**

**Cap-and-Trade Revenues**

Staff is participating in the California Transit Association effort to propose recommendations for the allocation of revenue collected through implementation of the Global Warming Solutions Act of 2006 (AB 32).

Revenue estimates for the program range between \$650 million and \$3 billion for 2012-13, and the Governor's Budget requests a \$1 billion appropriation that would include funding for public transportation.

Recommendations will be delivered to legislative leadership and the Department of Finance to help inform the 2012-13 budget process.

**FEDERAL**

**Reauthorization**

The most recent extension of the existing Federal surface transportation funding authorization expires at the end of March and on March 14, the Senate passed a bipartisan, two-year surface transportation reauthorization bill that would preserve funding for transit and transportation programs through 2013.

House Republicans want time to craft a bill that includes expanded offshore oil drilling and are pushing for a three-month extension of the current authorization. Senate leadership and House Democrats plan to negotiate a shorter-term extension and have called on the House to pass the Senate version instead of proposing a new bill. A House bill (H.R. 14) that is identical to the Senate version has been introduced and has over 100 coauthors.

If the two chambers cannot agree on either a reauthorization or an extension by the end of March, collection of the Federal gas tax would be suspended, delaying critically-needed transit and transportation infrastructure improvements right at the start of construction season.

#### Appropriations

The House is considering a Budget resolution that would guide the Fiscal Year (FY) 2013 Appropriations. The resolution calls for cuts to Federal discretionary programs, including transportation programs, that go deeper than the agreed upon funding levels in the bipartisan Budget Control Act of 2011. Meanwhile, Senate Budget Committee leadership is proposing a resolution that maintains funding levels specified in last year's agreement.

#### NEPA Reform

The U.S. Department of Transportation and the Federal Transit Administration are proposing changes to National Environmental Policy Act (NEPA) regulations that would streamline project delivery and shorten the Federal environmental review and approval process.

Specifically, the changes would allow certain types of transit projects that clearly do not have a significant impact on the local environment to potentially undergo a less intensive NEPA evaluation.

Staff is reviewing the proposal to determine whether to comment on the changes.

Prepared By: Seamus Murphy, Government and Community Affairs Director      650.508.6388

**Peninsula Corridor Joint Powers Board  
State Legislative Matrix as of 3-26-12**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 41</a> <a href="#">Hill D</a></p> <p>High-Speed Rail Authority: conflicts of interest: disqualification: ex parte communications.</p>	<p>SENATE THIRD READING 2/16/2012 - Read second time. Ordered to third reading.</p>	<p>Existing provisions of the Political Reform Act of 1974 prohibit a public official at any level of state or local government from making, participating in making, or attempting to use his or her official position to influence a governmental decision in which he or she knows or has reason to know that he or she has a financial interest, as defined. Existing law also requires specified elected and appointed officers at the state and local level of government to disclose specified financial interests by filing periodic statements of economic interests. Existing law further requires public officials who hold specified offices and who have a financial interest in a decision within the meaning of the Political Reform Act of 1974 to publicly identify the financial interest giving rise to the conflict of interest or potential conflict of interest, recuse themselves from discussing and voting on the matter, and leave the room until after the discussion, vote, and other disposition of the matter is concluded, except as specified.</p> <p>his bill would add members of the High-Speed Rail Authority to those specified officers who must publicly identify a financial interest giving rise to a conflict of interest or potential conflict of interest, and recuse themselves accordingly. <b>Last Amended on 2/15/2012</b></p>	
<p><a href="#">AB 57</a> <a href="#">Beall D</a></p> <p>Metropolitan Transportation Commission.</p>	<p>SENATE T. &amp; H. 3/5/2012 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. &amp; H.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county San Francisco Bay Area with comprehensive regional transportation planning and other related responsibilities. Existing law requires the commission to consist of 19 members, including 2 members each from the Counties of Alameda and Santa Clara, and one member appointed by the San Francisco Bay Conservation and Development Commission, and establishes a 4-year term of office for members of the commission.</p> <p>This bill would, instead, require the commission to consist of 21 members, including one member appointed by the Mayor of the City of Oakland and one member appointed by the Mayor of the City of San Jose. The bill would require the initial term of those 2 members to end in February 2015. The bill would prohibit more than 3 members of the commission from being residents of the same county, as specified. The bill would require the member from the San Francisco Bay Conservation and Development Commission to be a member of that commission, a resident of San Francisco, and to be approved by the Mayor of San Francisco. By imposing new requirements on a local agency, this bill would impose a state-mandated local program. <b>Last Amended on 3/5/2012</b></p>	
<p><a href="#">AB 441</a> <a href="#">Monning D</a></p> <p>State planning.</p>	<p>SENATE T. &amp; H. 2/16/2012 - Referred to Com. on T. &amp; H.</p>	<p>Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan.</p> <p>This bill would require that the commission, by no later than 2014, include voluntary health and health equity factors, strategies, goals, and objectives in the guidelines promulgated by the commission for the preparation of regional transportation plans. <b>Last Amended on 1/23/2012</b></p>	

**Peninsula Corridor Joint Powers Board  
State Legislative Matrix as of 3-26-12**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 492</a> <a href="#">Galgiani D</a></p> <p>High-Speed Rail Authority.</p>	<p>SENATE RLS. 6/27/2011</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes.</p> <p>This bill would require the authority to consider, to the extent permitted by federal and state law, the creation of jobs and participation by small business enterprises in California when awarding major contracts or purchasing high-speed trains. The bill would require the authority to appoint a small business enterprise advisory committee. <b>Last Amended on 6/27/2011</b></p>	
<p><a href="#">AB 1126</a> <a href="#">Calderon,</a> <a href="#">Charles D</a></p> <p>Transaction and use tax: rate.</p>	<p>SENATE G. &amp; F. 2/2/2012 - Referred to Com. on GOV. &amp; F.</p>	<p>The Transaction and Use Tax Law authorizes a district to impose a transactions tax for the privilege of selling tangible personal property at retail upon every retailer in the district at a rate of 1/4 of 1%, or a multiple thereof, of the gross receipts of the retailer from the sale of all tangible personal property sold by that person at retail in the district. That law also requires that a use tax portion of a transaction and use tax ordinance be adopted to impose a complementary tax upon the storage, use, or other consumption in the district of tangible personal property purchased from any retailer for storage, use, or other consumption in the district at a rate of 1/4 of 1%, or a multiple thereof, of the sales price of the property whose storage, use, or other consumption is subject to the tax, as prescribed.</p> <p>This bill would decrease those rates to 1/8 of 1%. <b>Last Amended on 1/4/2012</b></p>	

**Peninsula Corridor Joint Powers Board  
State Legislative Matrix as of 3-26-12**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 1191</u></a> <a href="#"><u>Huber D</u></a></p> <p>Local government finance.</p>	<p>SENATE G. &amp; F. 2/16/2012 - Referred to Com. on GOV. &amp; F.</p>	<p>Existing law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally requires that each jurisdiction be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. Existing property tax law also reduces the amounts of ad valorem property tax revenue that would otherwise be annually allocated to the county, cities, and special districts pursuant to these general allocation requirements by requiring, for purposes of determining property tax revenue allocations in each county for the 1992-93 and 1993-94 fiscal years, that the amounts of property tax revenue deemed allocated in the prior fiscal year to the county, cities, and special districts be reduced in accordance with certain formulas. Existing law requires that the revenues not allocated to the county, cities, and special districts as a result of these reductions be transferred to the Educational Revenue Augmentation Fund in that county for allocation to school districts, community college districts, and the county office of education.</p> <p>This bill would, for the 2012-13 fiscal year and for each fiscal year thereafter, if there is not enough ad valorem property tax revenue that is otherwise required to be allocated to a county Educational Revenue Augmentation Fund for the county auditor to complete the decreases required during the fiscal adjustment period, require the county auditor to calculate an amount, as specified, and to submit a claim to the Controller for that amount. This bill would require the Controller, upon appropriation by the Legislature, to deposit the amount of the claim into the Sales and Use Tax Compensation Fund, and would require the county auditor to allocate that amount among the county and to each city in the county. <b>Last Amended on 1/23/2012</b></p>	
<p><a href="#"><u>AB 1444</u></a> <a href="#"><u>Feuer D</u></a></p> <p>Environmental quality: expedited judicial review: public rail transit projects.</p>	<p>ASSEMBLY PRINT 1/5/2012 - From printer. May be heard in committee February 4.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 amended CEQA to establish, until January 1, 2015, an expedited judicial review process and specifies procedures for the preparation and certification of the administrative record for an EIR of a project meeting specified requirements that has been certified by the Governor as an environmental leadership development project.</p> <p>This bill would state the intent of the Legislature to enact legislation to provide the benefits provided by the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 for new public rail transit infrastructure projects.</p>	

**Peninsula Corridor Joint Powers Board  
State Legislative Matrix as of 3-26-12**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1455</a> <a href="#">Harkey R</a></p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. Set for hearing on 4/16/2012</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution authorizes the Legislature, at any time after the approval of a general obligation bond act by the people, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted.</p> <p>This bill would reduce the amount of general obligation debt authorized for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of January 1, 2013. <b>Last Amended on 2/9/2012</b></p>	
<p><a href="#">AB 1523</a> <a href="#">Perea D</a></p> <p>Preapprenticeship training program: high-speed rail.</p>	<p>ASSEMBLY TRANS. 1/26/2012 - Referred to Coms. on TRANS. and L. &amp; E.</p>	<p>Existing law, the California High-Speed Train Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would appropriate \$2,000,000 from the High-Speed Passenger Train Bond Fund to the authority for the purposes of funding a 3-year pilot project in the Central Valley to train unemployed workers for high-speed rail construction jobs. The bill would require the authority to work with various labor organizations to train a total of 400 clients in pre-apprenticeship programs that will lead to direct referrals to building trades unions, as specified.</p>	
<p><a href="#">AB 1532</a> <a href="#">John A. Pérez D</a></p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.</p>	<p>ASSEMBLY NAT. RES. 2/2/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act.</p> <p>This bill would create the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. The bill would require moneys, as specified, collected pursuant to a market-based compliance mechanism be deposited in this account. The bill also would require those moneys, upon appropriation by the Legislature, be used for purposes of carrying out the California Global Warming Solutions Act of 2006. The bill would require the state board to award those moneys to measures and programs that meet specified criteria.</p>	

**Peninsula Corridor Joint Powers Board  
State Legislative Matrix as of 3-26-12**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1535</a> <a href="#">Halderman R</a></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY APPR. 3/20/2012 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar.</p>	<p>Existing law directs the Department of Transportation and certain local authorities to erect and maintain signage along state and county highways that designate certain traffic lanes as high-occupancy vehicle (HOV) lanes and specify conditions for their use.</p> <p>This bill would require the department or a local authority, when replacing signs designating HOV lane use in an area that permits motorcycles to use those lanes, to include language on the new sign stating that motorcycles are permitted in the HOV lanes. <b>Last Amended on 3/14/2012</b></p>	
<p><a href="#">AB 1549</a> <a href="#">Gatto D</a></p> <p>Development: expedited permit review.</p>	<p>ASSEMBLY NAT. RES. 3/22/2012 - From committee: Do pass</p>	<p>The Permit Streamlining Act requires each state agency and local agency to compile one or more lists that specify in detail the information that will be required from any applicant for a development project, and requires a public agency that is the lead agency for a development project, or a public agency which is a responsible agency for a development project that has been approved by the lead agency, to approve or disapprove the project within applicable periods of time. The act also requires any state agency which is the lead agency for a development project to inform the applicant that the Office of Permit Assistance has been created to assist, and provide information to, developers relating to the permit approval process.</p> <p>This bill would require the office to provide information to developers explaining the permit approval process at the state and local levels, or assisting them in meeting statutory environmental quality requirements, as specified, and would prohibit the office or the state from incurring any liability as a result of the provision of this assistance. The bill would require the office to assist state and local agencies in streamlining the permit approval process, and an applicant in identifying any permit required by a state agency for the proposed project. The bill would authorize the office to call a conference of parties at the state level to resolve questions or mediate disputes arising from a permit application for a development project. The bill would require that the office be located exclusively in Sacramento, and to consist of no more than 4 personnel through 2013.</p>	
<p><a href="#">AB 1570</a> <a href="#">Perea D</a></p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY NAT. RES. 2/9/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. 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.</p> <p>This bill would require the lead agency, at the request of a project applicant, to, among other things, prepare a record of proceedings concurrently with the preparation and certification of an EIR. Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program.</p>	

**Peninsula Corridor Joint Powers Board  
State Legislative Matrix as of 3-26-12**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1572</a> <a href="#">Fletcher R</a></p> <p>Service authorities for freeway emergencies: San Diego County.</p>	<p>ASSEMBLY TRANS. Set for hearing on 4/9/2012</p>	<p>Existing law authorizes a service authority for freeway emergencies to be established in any county for the purpose of funding the installation of call boxes along freeways and expressways to enable motorists in need of aid to obtain assistance. Existing law provides that a service authority may impose an annual fee of \$1 on vehicles registered in the county for this and other related purposes, which fee is collected by the Department of Motor Vehicles.</p> <p>This bill, with respect to the service authority created in the County of San Diego, would provide that the \$1 fee may not be imposed or collected effective with the operative date of this bill until January 1, 2016. The bill would limit the reserves that may be held by the authority to \$4,000,000, and would require the authority to distribute any reserves in excess of that amount to cities in the County of San Diego, and to the county with respect to the unincorporated area of the county, in proportion to fees paid for purposes of the service authority in the 2010-11 fiscal year by residents of each city and the unincorporated area. The bill would require the excess reserves to be distributed by the service authority by January 1, 2013, and would require these revenues to be used for public safety programs by the recipient jurisdictions. The bill would require the service authority to develop a plan relative to its long-term existence by January 1, 2016, to be submitted to the San Diego County City Selection Committee for approval. If the committee rejects the plan, the bill would provide for the authority to be dissolved and for the San Diego Association of Governments (SANDAG) to become the successor authority and to assume remaining responsibility for maintaining call boxes. The bill would also require the service authority to cease marketing activities for the 511 program, and to contract with SANDAG in that regard, until a plan is approved. The bill would also limit the reserves that may be held by the authority or SANDAG as the successor authority on and after January 1, 2016, to \$4,000,000, and would require distribution of excess reserves to cities and the county for public safety purposes. The bill would authorize the authority or SANDAG to adjust this amount for inflation.</p>	

**Peninsula Corridor Joint Powers Board  
State Legislative Matrix as of 3-26-12**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 1574</u></a> <a href="#"><u>Galgiani D</u></a></p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 2/9/2012 - Referred to Com. on TRANS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority with 9 members to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law, pursuant to that act, specifies the powers and duties of the authority, which include entering into contracts with private and public entities for the design, construction, and operation of high-speed trains, the acquisition of rights-of-way through purchase or eminent domain, and the relocation of highways and utilities, among other things. Existing law requires the authority to adopt and submit to the Legislature, every 2 years, a business plan. Existing law authorizes the authority to appoint an executive director, and authorizes the Governor to appoint up to 6 additional persons exempt from civil service. Existing law provides for the authority to establish an independent peer review group. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes.</p> <p>This bill would repeal all of the provisions of the California High-Speed Rail Act. The bill would enact a new California High-Speed Rail Act. The bill would continue the High-Speed Rail Authority in existence with limited responsibilities and would place the authority within the Business, Transportation and Housing Agency. The 5 members of the authority appointed by the Governor would be subject to Senate confirmation, but existing members could continue to serve the remainder of their terms. The bill would authorize the authority to appoint an executive director, and would provide for the Governor to appoint up to 6 additional individuals exempt from civil service as authority staff. The bill would require the authority to adopt policies directing the development and implementation of high-speed rail, prepare and adopt a business plan and high-speed train capital program, establish a peer review group, select alignments for the routes of the high-speed train system established by law, adopt criteria for the award of franchises, and set fares or establish guidelines for the setting of fares. The bill would enact other related provisions.</p>	
<p><a href="#"><u>AB 1606</u></a> <a href="#"><u>Perea D</u></a></p> <p>Local public employee organizations: impasse procedures.</p>	<p>ASSEMBLY P.E.,R. &amp; S.S. Set for hearing on 3/28/2012</p>	<p>The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations.</p> <p>This bill would instead authorize the employee organization, if the parties are unable to effect settlement of the controversy within 30 days after the appointment of a mediator, or if the dispute was not submitted to mediation within 30 days after the date that either party provided the other with written notice of a declaration of impasse, to request that the parties' differences be submitted to a fact-finding panel.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1627</a> <a href="#">Dickinson D</a></p> <p>Environmental quality: building standards: vehicle miles traveled.</p>	<p>ASSEMBLY B.,P. &amp; C.P. 2/23/2012 - Referred to Coms. on B., P. &amp; C.P. and NAT. RES.</p>	<p>Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to prescribe, by regulation, building design and construction standards and energy and water conservation design standards for new residential and nonresidential buildings. Existing law requires the Energy Commission to certify, within 180 days of the approval of the standards by the State Building Standards Commission, an energy conservation manual for use by designers, builders, and contractors of residential and nonresidential buildings.</p> <p>The bill would prohibit a local building department from issuing a building permit for a residential or nonresidential building unless the department confirms that the building plan complies with those standards.</p>	
<p><a href="#">AB 1665</a> <a href="#">Galgiani D</a></p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>ASSEMBLY NAT. RES. 2/23/2012 - Referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would specify instead that the exemption for a railroad grade separation project is for the elimination of an existing at-grade crossing.</p>	
<p><a href="#">AB 1671</a> <a href="#">Huffman D</a></p> <p>Department of Transportation: retention proceeds.</p>	<p>ASSEMBLY B &amp; P AND C &amp; P Set for hearing on 4/10/2012</p>	<p>Existing law prohibits the Department of Transportation, until January 1, 2014, from withholding retention proceeds when making progress payments for work performed by a contractor.</p> <p>This bill would make these provisions operative until January 1, 2020. The bill would also make a statement of legislative findings.</p>	
<p><a href="#">AB 1770</a> <a href="#">Lowenthal,</a> <a href="#">Bonnie D</a></p> <p>California Transportation Financing Authority.</p>	<p>ASSEMBLY TRANS Set for hearing on 4/9/2012</p>	<p>Existing law creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law defines "project" for these purposes to include, among other things, a rail project.</p> <p>This bill would provide that a rail project may consist of, or include, rolling stock.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 1778</u></a> <a href="#"><u>Williams D</u></a></p> <p>Local transportation funds.</p>	<p>ASSEMBLY TRANS Set for hearing on 4/9/2012</p>	<p>Existing law requires that revenues from 1/4% of the local sales and use tax rate be transferred to the local transportation fund of each county for allocation, as directed by the transportation planning agency, to various transportation purposes, under what is commonly known as the Transportation Development Act. Existing law specifies the allowable uses for local transportation funds, and generally requires, after certain deductions, that the funds attributed to the area of apportionment of each transit operator be used solely for transit purposes in counties with a population of 500,000 or more as of the 1970 census. However, in counties with a population under 500,000 as of the 1970 census and in certain other counties, these funds may also be used for local streets and roads, if the transportation planning agency finds that there are no unmet transit needs or no unmet transit needs that are reasonable to meet, and for other specified purposes. Existing law, effective July 1, 2014, generally requires a county with a population under 500,000 as of the 1970 census that has a population of 500,000 or more as of the 2000 census or a future census to use funds attributable to the urbanized area of the county solely for transit purposes, except that a city with a population of 100,000 or fewer in an urbanized area in that county would not be so restricted. Existing law provides that the July 1, 2014, requirements and exemptions do not apply to Ventura County, and instead generally requires all local transportation funds in that county to be used for transit purposes as of that date unless a specified report is submitted by the Ventura County Transportation Commission to the transportation committees of the Legislature by December 31, 2011, and a recommended legislative proposal in that report relative to reorganization of transit services and expenditure of these funds is enacted by the end of the 2011-12 legislative session.</p> <p>This bill, with respect to Ventura County, would instead require the Ventura County Transportation Commission to submit the above-referenced report by January 31, 2013, thereby imposing a state-mandated local program. The bill would provide that local transportation funds in Ventura County would be available solely for transit purposes beginning July 1, 2013, rather than July 1, 2014, unless a legislative proposal in the report is enacted and implemented by June 30, 2013, with respect to a different allocation of revenues.</p>	
<p><a href="#"><u>AB 1780</u></a> <a href="#"><u>Bonilla D</u></a></p> <p>Department of Transportation: project studies reports.</p>	<p>ASSEMBLY PRINT 2/22/2012 - From printer. May be heard in committee March 23.</p>	<p>Existing law requires the Department of Transportation, in consultation with transportation planning agencies, county transportation commissions, counties, and cities, to carry out long-term state highway planning. Existing law authorizes the department, to the extent that it does not jeopardize the delivery of projects in the adopted state transportation improvement program, to prepare a project studies report for capacity-increasing state highway projects. Existing law requires the department to review project studies reports performed by an entity other than the department. Existing law authorizes a local entity to request the department to prepare a project studies report for a capacity-increasing state highway project that is being proposed for inclusion in a future state transportation improvement program. If the department determines that it cannot complete the report in a timely fashion, existing law authorizes the requesting entity to prepare the report. Existing law makes specified guidelines adopted by the California Transportation Commission applicable to project studies reports commenced after October 1, 1991.</p> <p>This bill would make a technical, non-substantive change to these provisions.</p>	

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<p><a href="#">AB 1804</a> <a href="#">Valadao R</a></p> <p>Public contracts: public entities: project labor agreements.</p>	<p>ASSEMBLY LOCAL GOVERNMENT, Set for hearing on 4/11/2012</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project, if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, then state funding or financial assistance may not be used to support that project, as specified.</p> <p>This bill would repeal the above-described provisions relating to charter cities and the use of project labor agreements.</p>	
<p><a href="#">AB 1960</a> <a href="#">Dickinson D</a></p> <p>State contracts: reports: lesbian, gay, bisexual, and transgender businesses.</p>	<p>ASSEMBLY B &amp; P AND C &amp; P Set for hearing on 4/10/2012</p>	<p>Existing law governing public contracts requires the Department of Transportation to establish and administer a computerized databank containing a list of certified minority, women, and disadvantaged business enterprises.</p> <p>This bill would require the Department of Transportation to include, in that databank, lesbian, gay, bisexual, and transgender businesses. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 2173</a> <a href="#">Skinner D</a></p> <p>Metropolitan Transportation Commission: regional gasoline tax.</p>	<p>ASSEMBLY TRANS Set for hearing on 4/16/2012</p>	<p>Existing law creates the Metropolitan Transportation Commission with specified powers and duties relative to transportation planning and programming for the 9-county Bay Area region comprising the commission's jurisdiction. Existing law authorizes the commission to impose a regional tax on gasoline used by motor vehicles not to exceed \$0.10 per gallon for up to 20 years within the region, subject to 2/3 voter approval.</p> <p>This bill would modify these provisions by providing for the commission to submit the proposed ballot measure to voters of one or more counties within the 9-county region rather than to all counties. The bill would delete the requirement for an independent audit of the State Board of Equalization relative to reimbursement of the board for its actual administrative costs associated with the regional gasoline tax, and would make various other changes.</p>	
<p><a href="#">AB 2200</a> <a href="#">Ma D</a></p> <p>HOV lanes.</p>	<p>ASSEMBLY PRINT</p>	<p>Existing law authorizes the Department of Transportation and local agencies, with respect to highways under their respective jurisdictions, to designate certain lanes for preferential or exclusive use by high-occupancy vehicles.</p> <p>This bill would state the intent of the Legislature to enact legislation relating to high-occupancy vehicle lanes.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2247</a> <a href="#">Lowenthal</a>, <a href="#">Bonnie D</a></p> <p>Public transportation: offenses.</p>	<p>ASSEMBLY PUBLIC SAFETY Set for hearing on 4/10/2012</p>	<p>Existing law provides that evasion of the fare on a public transportation system is an infraction for the first or 2nd violation, punishable by a fine not to exceed \$250 and by community service for a total time not to exceed 48 hours over a period not to exceed 30 days, during a time other than during the violator's hours of school attendance or employment, and is a misdemeanor for the 3rd or subsequent violation, punishable by a fine of not more than \$400 or by imprisonment in a county jail for a period of not more than 90 days, or by both that fine and imprisonment. Specified public transportation agencies, including, but not limited to, the City and County of San Francisco and the Los Angeles County Metropolitan Transportation Authority are authorized to enact and enforce ordinances providing that a person who is the subject of a citation for any of the acts described, such as fare evasion, on or in a facility or vehicle of the system for which the public transportation system has jurisdiction shall, under the circumstances set forth by the ordinance, be afforded an opportunity to complete an administrative process that imposes only an administrative penalty enforced in a civil proceeding.</p> <p>This bill would make the above penalties and administrative process applicable to the sale or peddling of any goods, merchandise, property, or services of any kind on the facilities, vehicles, or property of the public transportation system, without the express written consent of the public transportation system or its duly authorized representative. Because this bill would create a new crime, the bill would impose a state-mandated local program.</p>	
<p><a href="#">AB 2298</a> <a href="#">Achadjian R</a></p> <p>Theft: scrap metal and alloys.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law defines and proscribes various forms of theft, including grand theft.</p> <p>This bill would express the intent of the Legislature to enact legislation to specifically proscribe the theft of ferrous and nonferrous scrap metals and metal alloys.</p>	
<p><a href="#">AB 2375</a> <a href="#">Knight R</a></p> <p>Vehicles: public transit buses: illuminated signs.</p>	<p>ASSEMBLY TRANS Set for hearing on 4/16/2012</p>	<p>Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions.</p> <p>This bill would authorize, until January 1, 2018, a pilot program that would allow up to 25 buses operated by the Antelope Valley Transit Authority's publicly owned transit system for the first 2 years of the pilot program, and up to 30 buses thereafter, to be equipped with illuminated signs that display advertising subject to certain conditions, including a display area of not greater than 4,464 square inches. The bill would require the authority to submit a specified report to the Legislature and the Department of the California Highway Patrol by July 1, 2017, on the incidence of adverse impacts, if any.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 2382</u></a> <a href="#"><u>Gordon D</u></a></p> <p>Department of Transportation: Innovation District Demonstration Project.</p>	<p>ASSEMBLY TRANS. 3/15/2012 - Referred to Com. on TRANS.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law creates the Santa Clara Valley Transportation Authority with various transportation responsibilities in the County of Santa Clara.</p> <p>This bill would, by July 1, 2014, require the department, working in partnership with the Santa Clara Valley Transportation Authority, to establish the Innovation District Demonstration Project, designed to provide a new and innovative business model delivering transportation projects and services in the County of Santa Clara in a more responsive, cost-effective, and efficient manner and to serve as a mechanism for trying out new approaches for project delivery, local assistance, and transportation operations through streamlined processes, improved management techniques, and advanced technologies, with the goal of expediting project delivery and increasing the efficiency of the department. The bill would require the department and the authority to evaluate the effectiveness of the demonstration project and to report to the Legislature by January 1, 2018, on specified matters. By requiring the authority to participate in this demonstration project, the bill would impose a state-mandated local program.</p>	
<p><a href="#"><u>AB 2405</u></a> <a href="#"><u>Blumenfield D</u></a></p> <p>Vehicles: high-occupancy toll lanes.</p>	<p>ASSEMBLY TRANS Set for hearing on 4/16/2012</p>	<p>Existing law provides that a vehicle that meets California's enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) standard is not exempt from toll charges imposed on single-occupant vehicles in lanes designated for tolls, as specified.</p> <p>This bill would instead exempt a vehicle that meets California's enhanced AT PZEV standard from toll charges imposed on single-occupant vehicles in lanes designated for tolls unless prohibited by federal law, and would make non-substantive changes to the provisions.</p>	
<p><a href="#"><u>AB 2498</u></a> <a href="#"><u>Gordon D</u></a></p> <p>Department of Transportation: Construction Manager/General Contractor project method.</p>	<p>ASSEMBLY TRANS. 3/15/2012 - Referred to Com. on TRANS.</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement.</p> <p>This bill would authorize the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for projects for the construction of a highway, bridge, or tunnel. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2581</a> <a href="#">Conway R</a></p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY PRINT 2/27/2012 - Read first time.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which lanes may also be used, until January 1, 2015, by certain low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane. The Department of Motor Vehicles is required to make available for issuance distinctive decals, labels, and other identifiers that clearly distinguish those vehicles.</p> <p>This bill would make technical nonsubstantive changes to those provisions.</p>	
<p><a href="#">AB 2679</a> <b>Committee on Transportation</b></p> <p>Transportation: omnibus bill.</p>	<p>ASSEMBLY TRANS Set for hearing on 4/16/2012</p>	<p>Existing law authorizes the Department of Transportation to pay claims or damages up to a maximum of \$5,000 without the approval of the California Victim Compensation and Government Claims Board.</p> <p>This bill would adjust the claim limit that may be paid by the department under these provisions to equal the maximum amount of a claim that can be brought in small claims court. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">ACA 23</a> <a href="#">Perea D</a></p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>ASSEMBLY PRINT 2/24/2012 - From printer. May be heard in committee March 25.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition.</p>	
<p><a href="#">SB 46</a> <a href="#">Correa D</a></p> <p>Public officials: compensation disclosure.</p>	<p>ASSEMBLY DESK 8/22/2011 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing provisions of the Political Reform Act of 1974 require certain persons employed by agencies to file annually a written statement of the economic interests they possess during specified periods. The act requires that state agencies promulgate a conflict of interest code that must contain, among other topics, provisions that require designated employees to file statements disclosing reportable investments, business positions, interests in real property, and income. The act requires that every report and statement filed pursuant to the act is a public record and is open to public inspection.</p> <p>This bill would, commencing on January 1, 2013, and continuing until January 1, 2019, require every designated employee and other person, except a candidate for public office, who is required to file a statement of economic interests to include, as a part of that filing, a compensation disclosure form that provides compensation information for the preceding calendar year, as specified. <b>Last Amended on 6/2/2011</b></p>	

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<p><a href="#">SB 50</a> <a href="#">Correa D</a></p> <p>Lobbyist employers: gifts.</p>	<p>ASSEMBLY RLS. 6/23/2011 - Re-referred to Com. on RLS.</p>	<p>The Political Reform Act of 1974 regulates the receipt of gifts by public officials and also regulates the activities of members of the lobbying industry, including lobbyist employers. Under existing law, public officials are prohibited from accepting gifts from any single source in any calendar year with a total value of more than \$250, as adjusted biennially by the Fair Political Practices Commission. Existing law also prohibits a lobbyist or lobbying firm from giving gifts to a public official aggregating more than \$10 in a calendar month or from acting as an agent or intermediary in the making of any gift or arranging for the making of any gift by any other person.</p> <p>This bill would prohibit a lobbyist, lobbying firm, or lobbyist employer from giving to an elected state officer or a member of that officer's immediate family, and would prohibit an elected state officer from accepting from a lobbyist, lobbying firm, or lobbyist employer, certain gifts, including tickets to specified venues and events, spa treatments, recreational trips, and gift cards. However, under the bill, these prohibitions would not apply to a fundraising event for a bona fide charitable organization.</p> <p><b>Last Amended on 6/20/2011</b></p>	
<p><a href="#">SB 749</a> <a href="#">Steinberg D</a></p> <p>California Transportation Commission: guidelines.</p>	<p>ASSEMBLY DESK 1/23/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures.</p> <p>This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. <b>Last Amended on 1/4/2012</b></p>	
<p><a href="#">SB 829</a> <a href="#">Rubio D</a></p> <p>Public contracts: public entities: project labor agreements.</p>	<p>ASSEMBLY APPROPS Set for hearing on 3/28/2012</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by public entities and authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement for a construction project, if the agreement includes specified taxpayer protection provisions. Existing law also provides that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement for a project to be awarded by the city, or prohibits the governing board from considering whether to allocate funds to a city-funded project covered by such an agreement, then state funding or financial assistance may not be used to support that project, as specified.</p> <p>This bill would additionally provide that if a charter provision, initiative, or ordinance of a charter city prohibits the governing board's consideration of a project labor agreement that includes specified taxpayer protection provisions for some or all of the construction projects to be awarded by the city, state funding or financial assistance may not be used to support any construction projects awarded by the city, as specified. <b>Last Amended on 3/14/2012</b></p>	

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<p><a href="#">SB 878</a> <a href="#">DeSaulnier D</a></p> <p>Regional planning: Bay Area.</p>	<p>ASSEMBLY DESK 1/26/2012 - In Assembly. Read first time. Held at Desk.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a regional agency in the 9-county Bay Area with comprehensive regional transportation planning and other related responsibilities, including development of a regional transportation plan with a sustainable communities strategy. Existing law requires a joint policy committee of the commission, the Association of Bay Area Governments, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission to coordinate the development and drafting of major planning documents prepared by the 4 agencies.</p> <p>This bill would require the joint policy committee to submit a report to the Legislature by January 31, 2013, on, among other things, methods and strategies for developing and implementing a multiagency set of policies and guidelines relative to the Bay Area region's sustainable communities strategy, including recommendations on organizational reforms for the regional agencies. The bill would require preparation of a work plan for a regional economic development strategy to be submitted to the Legislature on that date. The bill would also require the member agencies to report on public outreach efforts that they individually or jointly perform. The bill would require public meetings in each of the region's 9 counties and creation of advisory committees, as specified. By imposing new duties on local agencies, the bill would impose a state-mandated local program. <b>Last Amended on 6/9/2011</b></p>	
<p><a href="#">SB 985</a> <a href="#">La Malfa R</a></p> <p>Transportation bonds.</p>	<p>SENATE T &amp; H Set for hearing on 4/10/2012</p>	<p>Article XVI of the California Constitution requires a general obligation bond act to specify the single object or work to be funded by the bonds, and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and by a majority of the voters. Article XVI authorizes the Legislature, at any time after the approval of a general obligation bond act by the voters, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction or to repeal the act if no debt has been contracted. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related rail purposes. Existing law creates the High-Speed Rail Authority with specified powers and duties related to the development and implementation of a high-speed train system.</p> <p>This bill would provide that no further bonds shall be sold for high-speed rail and related rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. The bill would amend the bond act to authorize redirection of the net proceeds received from outstanding bonds issued and sold prior to the effective date of this act, upon appropriation by the Legislature, from those high-speed rail purposes to retiring the debt incurred from the issuance and sale of those outstanding bonds.</p>	

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<p><a href="#"><u>SB 997</u></a> <a href="#"><u>Strickland R</u></a></p> <p>Environmental quality: environmental leadership development project.</p>	<p>SENATE RLS. 2/16/2012 - Referred to Com. on RLS.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would make technical, non-substantive changes to that provision. This bill contains other existing laws.</p>	
<p><a href="#"><u>SB 1102</u></a> <a href="#"><u>DeSaulnier D</u></a></p> <p>State transportation improvement program.</p>	<p>SENATE T &amp; H Set for hearing on 3/27/2012</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the department is the responsible agency for project development work.</p> <p>This bill would require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction capital and support costs at project close for all state transportation improvement program projects completed during the previous fiscal year.</p>	
<p><a href="#"><u>SB 1117</u></a> <a href="#"><u>DeSaulnier D</u></a></p> <p>California Transportation Commission: passenger rail planning.</p>	<p>SENATE T. &amp; H. 3/1/2012 - Referred to Com. on T. &amp; H.</p>	<p>Existing law requires the California Transportation Commission to submit an annual report to the Legislature summarizing the prior year's transportation capital outlay appropriations and transportation issues facing the state.</p> <p>This bill would require the commission to also prepare a statewide passenger rail transportation plan.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 1189</u></a> <a href="#"><u>Hancock</u></a> <b>D</b></p> <p>The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century: project funding.</p>	<p>SENATE RLS. 3/1/2012 - Referred to Com. on RLS.</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides that \$950 million of net proceeds of bonds issued pursuant to the bond act shall be allocated to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail systems that provide direct connectivity to high-speed rail, as specified.</p> <p>This bill would state the intent of the Legislature to enact legislation that would appropriate funding from the \$950 million net proceeds of bonds described above to projects that eligible operators have requested and that have been approved by the California Transportation Commission.</p>	
<p><a href="#"><u>SB 1214</u></a> <a href="#"><u>Cannella</u></a> <b>R</b></p> <p>Environmental quality: California Environmental Quality Act: judicial review.</p>	<p>SENATE E.Q. 3/1/2012 - Referred to Coms. on E.Q. and JUD.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would require a judicial proceeding challenging a project, except for a high-speed rail project, located in a distressed county, as defined, to be filed with the Court of Appeal with geographic jurisdiction over the project. This bill contains other existing laws.</p>	
<p><a href="#"><u>SB 1221</u></a> <a href="#"><u>Lieu</u></a> <b>D</b></p> <p>Air quality.</p>	<p>SENATE RLS. 3/8/2012 - Referred to Com. on RLS.</p>	<p>Under existing law, the State Air Resources Board coordinates efforts to attain and maintain ambient air quality standards, and conducts research into the causes of and solution to air pollution.</p> <p>This bill would state that it is the intent of the Legislature to enact legislation to ensure that adverse effects to public health from air pollution are minimized at regional sources, such as airports, ports, and highways.</p>	
<p><a href="#"><u>SB 1225</u></a> <a href="#"><u>Padilla</u></a> <b>D</b></p> <p>Intercity rail agreements.</p>	<p>SENATE T &amp; H Set for hearing on 4/17/2012</p>	<p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law, until December 31, 1996, authorized the department, subject to approval of the Secretary of Business, Transportation and Housing, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor. Existing law, with respect to a transferred corridor, requires the board to demonstrate the ability to meet performance standards established by the secretary.</p> <p>This bill, until December 31, 2013, would authorize the department and a joint powers board established for the purpose of assuming responsibility for the Pacific Surfliner intercity rail corridor to enter into an agreement under similar terms and conditions.</p>	

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<p><a href="#">SB 1339</a> <a href="#">Yee D</a></p> <p>Commute benefit policies.</p>	<p>SENATE T &amp; H Set for hearing on 4/10/2012</p>	<p>Existing law creates the Metropolitan Transportation Commission, with various transportation planning and programming responsibilities in the 9-county San Francisco Bay Area. Existing law creates the Bay Area Air Quality Management District, with various responsibilities relative to the reduction of air pollution in the area of its jurisdiction, which incorporates a specified portion of the jurisdiction of the Metropolitan Transportation Commission.</p> <p>This bill would authorize the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance, and would impose a specified reporting requirement. The bill would make its provisions inoperative on January 1, 2017.</p>	
<p><a href="#">SB 1417</a> <a href="#">Hancock D</a></p> <p>Local government.</p>	<p>SENATE RLS. 3/22/2012 - Referred to Com. on RLS.</p>	<p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district.</p> <p>This bill would make technical, non-substantive changes to these provisions.</p>	
<p><a href="#">SB 1499</a> <a href="#">Anderson R</a></p> <p>California Transportation Commission: review of expenditures.</p>	<p>SENATE T. &amp; H. 3/22/2012 Referred to Com. on T. &amp; H.</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the department is the responsible agency for project development work.</p> <p>This bill would require the commission to allocate funds for construction support costs for a project in the state transportation improvement program at the time of allocation of funds for construction capital costs. The bill would require a supplemental project allocation request to be made for all state transportation improvement program projects that experience construction support costs equal to or more than 120% of the amount originally allocated. The bill would also require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction support costs at project close for each state transportation improvement program project completed during the previous fiscal year.</p>	
<p><a href="#">SB 1533</a> <a href="#">Padilla D</a></p> <p>Transportation.</p>	<p>SENATE RLS. 3/22/2012 - Referred to Com. on RLS.</p>	<p>Existing law provides various funding sources for transportation purposes.</p> <p>This bill would state the intent of the Legislature to enact legislation that would assist local governments with transportation needs, congestion relief, and improving the movement of goods and persons throughout the state.</p>	

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<p><a href="#"><u>SB 1545</u></a> <a href="#"><u>DeSaulnier D</u></a></p> <p>Bay Area toll bridges.</p>	<p>SENATE T &amp; H Set for hearing on 3/27/2012</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the 9-county San Francisco Bay Area. Existing law creates the Bay Area Toll Authority with specified powers and duties relative to administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the Metropolitan Transportation Commission.</p> <p>This bill would prohibit public money from being used on the development or improvement of an office building at 390 Main Street, San Francisco, until after the State Auditor has completed a specified audit relating to the move of the headquarters of the Metropolitan Transportation Commission. Upon completion of the audit, the bill would require the issues raised in the audit to be addressed and a report in that regard to be submitted to the Legislature prior to future expenditure of public money on the headquarters project. These provisions would apply to the Bay Area Toll Authority, the Metropolitan Transportation Commission, and the Bay Area Headquarters Authority. The bill would thereby impose a state-mandated local program.</p>	
<p><a href="#"><u>SB 1549</u></a> <a href="#"><u>Vargas D</u></a></p> <p>Transportation projects: construction Manager/General Contractor project method.</p>	<p>SENATE T. &amp; H. 3/22/2012 - Referred to Com. on T. &amp; H.</p>	<p>Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for projects, as specified, and for local agencies for public works contracts, as specified.</p> <p>This bill would, upon authorization by the California Transportation Commission, allow a consolidated San Diego regional transportation entity, as specified, or the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for up to 20 total projects for either local street or road, bridge, tunnel, or public transit projects within the jurisdiction of the local transportation entity or state highway, bridge, or tunnel projects by the Department of Transportation. The bill would require a transportation entity, as defined, to pay fees related to prevailing wage monitoring and enforcement into the State Public Works Enforcement Fund, a continuously appropriated fund, except as specified, and, thus, would make an appropriation. The bill would also require a progress report to be submitted by the transportation agency to the commission every year following the award of a contract under these provisions, and would require the commission to submit an annual report to the Legislature that includes the information in the report submitted by the transportation agency, as specified. This bill would require specified information to be verified under oath, thus imposing a state-mandated local program by expanding the scope of an existing crime. The bill would provide that its provisions are severable.</p>	
<p><a href="#"><u>SB 1566</u></a> <a href="#"><u>Negrete</u></a> <a href="#"><u>McLeod D</u></a></p> <p>Vehicle license fees: allocation.</p>	<p>SENATE G. &amp; F. 3/22/2012 - Referred to Coms. on GOV. &amp; F. and T. &amp; H.</p>	<p>Existing law requires that a specified amount of motor vehicle license fees deposited to the credit of the Motor Vehicle License Fee Account in the Transportation Tax Fund be allocated by the Controller, as specified, to the Local Law Enforcement Services Account in the Local Revenue Fund 2011, for allocation to cities, counties, and cities and counties.</p> <p>This bill would instead require, on and after July 1, 2012, that those revenues be distributed first to each city that was incorporated from an unincorporated territory after August 5, 2004, in an amount determined pursuant to a specified formula and second to each city that was incorporated before August 5, 2004, in an amount determined pursuant to a specified formula. By authorizing within the Motor Vehicle License Fee Account in the Transportation Tax Fund, a continuously appropriated fund, to be used for a new purpose, the bill would make an appropriation.</p>	

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<a href="#">SCA 7</a> <a href="#">Yee D</a>  Public bodies: meetings.	ASSEMBLY APPR. SUSPENSE FILE 8/25/2011 - Set, second hearing. Held in committee and under submission.	The California Constitution requires meetings of public bodies to be open to public scrutiny.  This measure would also include in the California Constitution the requirement that each public body provide public notice of its meetings and disclose any action taken. <b>Last Amended on 4/13/2011</b>	