



TOM NOLAN, CHAIR  
JERRY DEAL, VICE CHAIR  
JOSE CISNEROS  
MALIA COHEN  
ASH KALRA  
ADRIENNE TISSIER  
PERRY WOODWARD  
KEN YEAGER

MICHAEL J. SCANLON  
EXECUTIVE DIRECTOR

# AGENDA

## PENINSULA CORRIDOR JOINT POWERS BOARD

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

April 3, 2014 – 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 6, 2014
  - b) Authorize Disposition of 11 Service Support Vehicles
  - c) Authorize Award of Contract to Beci Electric, Inc. to Upgrade the Public Address System and Visual Messaging Signs at Four Stations in the Total Amount of \$479,000
  - d) Authorize Amendment to the Contract with Ojo Technology, Inc. for Security System Maintenance and Repair Services by Extending the Contract on a Month-to-Month Basis for Up to 12 Months and Increase the Estimated Total Contract Amount by \$125,520
5. Chairperson’s Report
  - a) Appointment of Greg Scharff to the CAC Representing Santa Clara County
  - b) Resolution of Appreciation to Retired Director Art Lloyd
6. Report of the Citizens Advisory Committee
7. Report of the Executive Director
  - a) Quint Street Bridge Emergency Repairs
  - b) Annual Passenger Counts Presentation
8. Caltrain Strategic Plan Update – Proposed Goals and Objectives

RESOLUTIONS

MOTION

RESOLUTION

RESOLUTION

INFORMATIONAL

INFORMATIONAL

Peninsula Corridor Joint Powers Board  
April 3, 2014 Agenda

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|--|---------------|
| 9. Authorize Award of Contract to Gannett Fleming Transit & Rail Systems for Electrification Support Services for the Caltrain Modernization Program for a Not-to-Exceed Amount of \$38,575,000 for a Six-Year Term                  | RESOLUTION    |
| 10. Acceptance of Statement of Revenues and Expenses for February 2014   | MOTION        |
| 11. Assessment of the Fiscal Year 2014 Fuel Hedging Program  | INFORMATIONAL |
| 12. Adopt the Revised Fuel Hedging Policy and Award of Contract to Orrick, Herrington & Sutcliffe LLP to Serve as Special Counsel for the Fiscal Year 2015 Fuel Hedging Program for a Not-to-Exceed Fee of \$150,000                 | INFORMATIONAL |
| 13. Call for a Public Hearing on June 5, 2014 for Proposed Codified Tariff Changes   | MOTION        |
| 14. Caltrain Triennial Customer Survey Key Findings  | INFORMATIONAL |
| 15. Legislative Update   | INFORMATIONAL |
| 16. Correspondence   |               |
| 17. Board Member Requests  |               |
| 18. Date/Time of Next Meeting: Thursday, May 1, 2014, 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                |               |
| 19. General Counsel Report   |               |
| a) Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(a): Rowena Seto v. City and County of San Francisco, et al., San Francisco Superior Court, Case No. CPF-12-512350 |               |
| 20. 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 The San Mateo County Transit District Administrative Building located at 1250 San Carlos Avenue, San Carlos, one block west of the San Carlos Caltrain Station on El Camino Real, accessible by SamTrans bus Routes ECR, FLX, 260, 295 and 398. Additional transit information can be obtained by calling 1.800.660.4287 or 511.

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

### **Public Comment**

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

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

### **Accessibility for Individuals with Disabilities**

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

Minutes  
March 6, 2014

**MEMBERS PRESENT:** J. Cisneros, J. Deal, A. Kalra, A. Lloyd, T. Nolan, A. Tissier, K. Yeager

**MEMBERS ABSENT:** M. Cohen, P. Woodward

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

Chair Tom Nolan called the meeting to order at 10:04 a.m. and led the Pledge of Allegiance.

**PUBLIC COMMENT**

Roland Lebrun, San Jose, said Caltrain is working with the Federal Railroad Administration (FRA) on the Communications-based Overlay Signal System/Positive Train Control (CBOSS/PTC) implementation and development plans and Caltrain has not submitted the required field test request. He said dispatchers at Metrolink and Caltrain are experiencing problems with incorrect signal indications, train positioning, and directional issues on the dispatching displays. Mr. Lebrun said he wrote an e-mail and three letters to the Board and none of them are in the correspondence packet. He said the only choice he has is to forward the e-mail and letters to the press for the Board to read.

Adina Levin, Friends of Caltrain, said she is watching the discussions going on at the Metropolitan Transportation Commission (MTC) about the Dumbarton Rail Project, which is not moving forward because of the lack of funding and the money is being divided up. She is glad to see some of the money is being used for bus service and Caltrain Modernization (CalMod). Over the long-term, she said Dumbarton corridor rail is going to be needed because of development, as well as Facebook and Google being located in the area.

Jeff Carter, Millbrae, said additional capacity is needed immediately. Trains leaving San Francisco after 4 p.m. are at capacity. Mr. Carter said the continuing capacity issues may discourage people from taking the train.

Martha Martinez, JPB Secretary, said Mr. Lebrun's letters are included in the Board's correspondence packet.

## CONSENT CALENDAR

- a. Approval of Minutes of February 6, 2014

A motion (Cisneros/Deal) to approve the minutes was passed unanimously.

## CHAIRPERSON'S REPORT

Chair Nolan said Director Art Lloyd has submitted a letter of resignation. He will be recognized more formally at the April meeting. Director Lloyd will continue as an advisor to the Board.

Director Ash Kalra arrived at 10:11a.m.

## REPORT OF THE CAC

No report

## REPORT OF THE EXECUTIVE DIRECTOR

Michael Scanlon, Executive Director, reported:

- Key Caltrain Performance Statistics January 2012 compared to January 2013:
  - Monthly Performance Statistics:
    - Total Ridership was 1,349,941, an increase of 9.5 percent.
    - Average Weekday Ridership was 49,399, an increase of 9.5 percent.
    - Total Revenue was \$5,786,992, an increase of 10.3 percent.
    - On-time Performance was 92.7 percent, a decrease of 1.6 percent.
    - Caltrain Shuttle Ridership was 9,093, an increase of 16.8 percent.
  - Year-to-date Performance Statistics:
    - Total Ridership was 9,777,440, an increase of 9.1 percent.
    - Average Weekday Ridership was 52,128, an increase of 8.9 percent.
    - Total Revenue was \$42,688,981, an increase of 8.3 percent.
    - On-time Performance was 92.4 percent, an increase of 2.2 percent.
    - Caltrain Shuttle Ridership was 7,687, a decrease of 9.1 percent.
- Staff is still working with Metrolink to procure the additional rail cars. Metrolink is still trying to unwind its current lease.
- The Bicycle Advisory Committee will meet on March 20.
- Baseball service is starting again, with the Giants playing exhibition games on March 27 and 28. The team's home opener is April 8.
- The Caltrain annual counts were just completed and will be brought back to the Board at a later date.

Director Adrienne Tissier arrived at 10:16 a.m.

- Staff is working with the Santa Clara Valley Transportation Authority (VTA) staff in planning for the Levi's Stadium opening. Caltrain will be providing extra service to Mountain View, and VTA has to get the passengers on light rail to the stadium.
- The San Bruno Grade Separation Project is almost complete and the San Bruno Station will open in early April.

- The Reading File contains a KQED radio perspective on Google and trains and the January Safety & Security Report.

### **Caltrain Modernization Update**

Marian Lee, Executive Officer, CalMod Program, said the contractor is continuing installation work in the southern section of the corridor. Complaints have been minimal and addressed by staff. She said the Peninsula Corridor Electrification Project document Draft Environmental Impact Report (DEIR) was released on February 28. The evaluation shows the project is environmentally beneficial, but there will be local impacts. Ms. Lee said the key findings will be presented later in the meeting. She said it is important to note the presentation today is an informational item to the Board and not an official DEIR public meeting. Those meetings will happen later this month and in April.

Ms. Lee said other Board items related to the CalMod Program today include bringing outside expertise to the CalMod team. She said starting in April staff will be talking to the builders and vehicle manufacturers. Ms. Lee said staff will be issuing a Request for Qualifications and Request for Information over the next few months. This will allow staff to talk to those who are interested in building the project. These venues will allow for appropriate conversations early in the process. Ms. Lee said early conversations are critical because they inform the Request for Proposal (RFP) process, which will ultimately be used to select the builder.

Ms. Lee said since the DEIR is out and there will be conversations with the builder, there are some people who are convinced the construction will start tomorrow. She said staff is only engaging in conversations with the builder. The environmental process must be completed, so this is due diligence. A dialogue with those in the building industry is necessary for them to know how to gear up and how to package themselves for this project.

Ms. Lee said the Local Policy Makers Group did not meet last month, but staff sent an electronic update. The next meeting is March 27 at 6 p.m.

Director Ash Kalra said he appreciates the Valentine's Day story staff did on the couple who met on Caltrain. He said he is glad to see staff working with VTA on the transportation issues to Levi's Stadium. Director Kalra said he has received good feedback from VTA staff Caltrain's efforts.

### Public Comment

Adina Levin, Friends of Caltrain, said she is glad to hear staff is working on capacity issues. She said online Bay Area Rapid Transit (BART) schedules show capacity on trains. Ms. Levin said Stanford University has a lottery for those who travel off-peak.

Doug DeLong, Mountain View, said he is glad to hear that VTA is working on transportation to Levi's Stadium, but if a thousand people come from Caltrain, VTA cannot accommodate the crowds. He said the Altamont Commuter Express does not operate on the weekend and their trains pass the stadium so maybe they could operate shuttle trains between San Jose Diridon Station and Levi's Stadium.

#### **ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR JANUARY 2014**

Gigi Harrington, Deputy CEO, said January revenues are over budget by \$4.2 million and on the expense side there is \$2.7 million in savings. Staff will be recommending the surplus funds be used to help balance the Fiscal Year (FY) 2015 budget. Ms. Harrington said fuel was \$3.12 per gallon last week and year-to-date is \$3.07 per gallon. The JPB received \$24,000 in February from the hedge.

A motion (Lloyd/Tissier) to accept the January 2014 statement was approved.

#### **PENINSULA CORRIDOR ELECTRIFICATION PROJECT (PCEP) DRAFT ENVIRONMENTAL IMPACT REPORT RELEASE UPDATE**

Ms. Lee said:

- The \$1.5 billion early investment program includes CBOSS/PTC, electrifying the corridor, and procuring the electric vehicles.
- Project history:
  - Conceptual design in 2002.
  - Draft Environmental Assessment (EA) and DEIR in 2004.
  - In 2008, 35 percent of design was completed.
  - In 2009, Federal clearance from the Federal Transit Administration was received and State clearance was postponed.
- Policies in place since 2009:
  - JPB Strategic Plans
  - The 2012 California High-speed Rail Authority (CHSRA) Business Plan
  - The 2012 regional nine-party funding Memorandum of Understanding
  - In 2013 a new JPB/CHSRA agreement with JPB as the lead agency for PCEP EIR and CHSRA as the lead agency for blended system environmental evaluation
- All the delivery milestones work backwards from the 2019 electrified service date.

Rich Walter, Consultant, ICF International, reported:

- California Environmental Quality Act (CEQA) requirements:
  - Identify environmental baseline.
  - Analyze direct, indirect and cumulative impacts.
  - Compare impacts to significance criteria.
  - Identify feasible mitigation for significant impacts.
  - Consider alternatives.
  - Adopt "reasonable worst-case" assumptions as a conservative approach.
- Project purpose and need:
  - Improve Caltrain system performance.
  - Increase service and ridership.

- Increase revenue and reduce cost.
- Reduce environmental impacts.
- Implement a High-speed-rail (HSR) compatible electrical infrastructure.
- Project description:
  - Approximately 51 miles between San Francisco and San Jose.
  - Electrification infrastructure includes overhead contact system, traction power facilities and electric multiple units.
  - Service will be up to 79 miles per hour with six trains per peak hour, per direction. Restore service at Atherton and Broadway.
  - Service will be a mixed diesel and EMU fleet with diesel service south to Gilroy.
  - Continue tenant service.
- Right-of-way needs:
  - Most in Caltrain right-of-way.
  - Two traction power facilities in South San Francisco and San Jose are proposed to be outside of the right of way up to 1.5 acres will need to be acquired to support these facilities.
  - Overhead Contact System (OCS) is mostly inside the right of way; using a worst-case assumption of the poles being outside of the right-of-way, about an acre would need to be acquired.
- Electric safety zone needed:
  - Easement for safety with no trees within 10 feet of OCS and no structures within six feet of OCS.
  - Guidance of 25 KV and industry standards.
  - Approximately 18 acres outside the right of way.
- The DEIR will be clearing the project only and does not clear HSR or the blended service.
- Key regional benefits are ridership increasing to 69,000 in 2020 and 111,000 in 2040. This will reduce vehicle miles traveled by 235,000 in 2020 and 619,000 in 2040, cut down air pollution, and reduce greenhouse gases.
- Stakeholder key concerns include removal of trees and vegetation, the aesthetic impact of the OCS, noise, electromagnetic fields and interference, traffic and freight.
- Based on the study, there are approximately 19,000 trees and plants along the ROW; the DEIR estimates the project will require the removal of 2,200 trees and pruning of 3,600 trees. Mitigation strategies include avoidance, minimization, replacement plan and aesthetics after mitigation.
- OCS:
  - Poles and wires will be approximately 300 feet apart along corridor, 30 to 50-feet tall.
  - Changes in visual aesthetics along tracks and at stations.
  - Mitigation strategies include OCS design and treatments.
- Noise:
  - EMUs are quieter than diesel locomotives, but more trains will result in more horns being sounded.
  - There is electrical and cooling equipment for the traction power facilities.



- Forty-nine locations were analyzed and significant impact was found at one power facility in South San Francisco.
- Electromagnetic Fields (EMF)/Electromagnetic Interference (EMI):
  - EMF physical field produced by electrically and magnetically charged objects has a less-than-significant impact.
  - EMI potential effects on sensitive electronic equipment.
- Local Traffic:
  - More trains increase gate down time.
  - EMUs decrease gate down time.
  - More riders increase local traffic at stations.
  - Eighty-two intersections were studied.
- Freight Rail:
  - Vertical clearance impact from OCS.
  - Constrained operating window from FRA waiver temporal separation requirement.
- Alternatives:
  - Fifty-one scoping alternatives.
  - Screened alternatives as to feasibility, project purpose and need, and environmental effect.
  - The DEIR analyzes the no project alternative, the diesel multiple unit alternative, the dual mode multiple unit alternative and the OCS construction alternative - the factory train.
- Cumulative analysis:
  - Project contributions to cumulative impacts.
  - Cumulative projects including rail projects in Caltrain corridor, other transportation projects and local development along corridor.
  - Key rail projects include HSR blended system, San Francisco Downtown Extension and Transbay Transit Center, and tenant railroad service expansions.
- HSR blended system is a conceptual cumulative analysis only. HSR service would be two to four trains per peak hour/per peak direction. Improvements include stations, system improvements, grade separations, passing tracks, and maintenance yard.
- Key cumulative effects:
  - Beneficial effects to air quality and regional traffic.
  - Potential adverse effects are aesthetics and land use, noise and vibration, local traffic, and freight rail.
  - Mitigation of Caltrain funding contribution on a fair-share basis and existing agreements.
- Next steps:
  - Sixty day DEIR comment period.
  - Public meetings will be held in San Carlos, Redwood City, San Jose, and San Francisco.
  - Final EIR in 2014.
  - Request for JPB certification and adoption in winter 2014.
- All substantive comments will be considered and staff will respond to all written comments.

Director Ken Yeager asked if people who live along the corridor will have some concerns about the removal of the trees. Mr. Walter said it depends on how many trees are on the property, and how many need to be removed.

Mr. Yeager asked about the noise when the trees are removed. Mr. Walter said electrification is quieter.

Director Yeager asked how much greenhouse gases are being emitted from diesel. Mr. Walter said the existing greenhouse gas emissions are disclosed as well as the estimated 2020 and 2040 reductions.

Director Yeager asked how much could be quantified in the greenhouse gas reduction with the reduction of cars on the road. Mr. Walter said the calculation in the DEIR takes into account two different things: diesel fuel consumption was dropped for the trains, electricity consumption was increased, but electrification is a much more efficient way to power rail. When these two things are netted out, the Caltrain emissions are still substantially lower, and then the lower vehicle emissions are added.

#### Public Comment

Jeff Carter, Millbrae, said he appreciates seeing the DEIR out for review. He asked why it will take until 2019 for electrification to occur when it happens faster overseas. He said Broadway and Atherton stations should get more than hourly service.

Roland Lebrun, San Jose, said the DEIR is an excellent document because the consultants listened to what people said. He said rolling stock needs should be focused on now, because capacity is a major issue. Mr. Lebrun said he doesn't understand how Atherton and Broadway stations relate to electrification. The South San Francisco Station holdout rule needs to be addressed immediately.

Adina Levin, Friends of Caltrain, said she is glad to see the project moving forward. She said staff needs to use this information to show how much greenhouse gases are reduced with cars off the road.

#### **AUTHORIZE ENTERING INTO A LEASE AGREEMENT WITH PTC-220, LLC FOR RADIO SPECTRUM FOR THE COMMUNICATIONS-BASED OVERLAY SIGNAL SYSTEM (CBOSS) OPERATIONS IN AN ESTIMATED AMOUNT OF \$150,000 FOR FIVE YEARS**

Ms. Harrington said radio spectrum is the communications mechanism that will be used to communicate between the equipment that interacts with the PTC system to send messages. She said dedicated spectrum is needed because the nationwide standards have been set by the Class 1 freights, and there has to be enough spectrum to operate the system. Ms. Harrington said staff looked for spectrum at multiple places and today the only available spectrum is from PTC-220, LLC which is the Class 1 freight space. Ms. Harrington said this is a five-year term and subject to PTC-220, LLC oversight and determination availability, and is funded out of the CBOSS Project.

A motion (Yeager/Cisneros) to enter into a lease agreement with PTC-220, LLC for CBOSS operations was approved unanimously by a roll call vote.

**AUTHORIZE AWARD OF AN INDEPENDENT CONTRACTOR AGREEMENT TO DCONSULT, LLC FOR DIRECTOR, PROJECT DELIVERY SERVICES FOR THE CALTRAIN MODERNIZATION PROGRAM IN THE AMOUNT OF \$4.3 MILLION FOR A SIX-YEAR TERM AND AMEND THE CONTRACT FOR EXECUTIVE RECRUITMENT WITH BOYDEN GLOBAL EXECUTIVE SEARCH**

Ms. Harrington said this procurement was done through contracts and procurement and human resources. Staff has been looking a long time for someone who can run the program. Ms. Harrington said staff engaged a headhunter and is recommending an award of contract to DConsult, LLC. She said this person is coming from Houston and is highly qualified to manage the program. Ms. Harrington said staff has received comments about the cost. She said the cost is competitive with this person's current compensation plus some transition costs.

Public Comment

Roland Lebrun, San Jose, said there is expertise at VTA and the San Francisco Municipal Transportation Agency. He said Mr. Couch has just abandoned a project in Houston that is going to deliver a five-mile light rail extension. He said the way things are going, Caltrain will end up with an electrified system with no electrified trains. Mr. Lebrun said it is unclear if Mr. Couch has any expertise electrifying a busy rail corridor or if he is aware of electrification factory trains and the cost of electrification. Mr. Lebrun said the compensation is excessive and sends the wrong signal to transportation executives in the Bay Area. He said he would like the four goals removed from the contract and changed to an hourly contract.

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said it is very important that the CalMod Program move along. He complimented the writer on the DEIR and said it is more in-depth than the last one. Mr. Bigelow said we are entering a time with a lot of challenges, so we need implementation staff. He urges the Board support all the CalMod items today.

Mr. Scanlon said this is an hourly contract and Nuria Fernandez, General Manager, VTA was very happy to hear of this hiring. Mr. Couch worked for Ms. Fernandez in Washington, D.C., and she said he saved her millions of dollars and brought projects in on time.

A motion (Yeager/Tissier) to award an independent contractor agreement to DConsult, LLC and amend the contract for executive recruitment with Boyden Global Executive Search was approved unanimously by a roll call vote.

**AUTHORIZE AWARD OF CONTRACT TO B&G TRANSPORTATION GROUP TO PROVIDE SYSTEMS SAFETY WORK FOR THE CALTRAIN MODERNIZATION PROGRAM AND OTHER CALTRAIN SAFETY PROJECTS IN THE AMOUNT OF \$1,724,400 FOR A THREE-YEAR TERM**

Ms. Harrington said this is an unsolicited proposal. She said the Board rejected a proposal a few months ago. Ms. Harrington said these are two individuals who currently

work for the JPB under different contracts. They provided a proposal to provide these services for \$1.7 million for three years with a possible two-year extension.

A motion (Tissier/Deal) to award a contract to B&G Transportation Group to provide systems safety work for the Caltrain Modernization Program was approved unanimously by a roll call vote.

**AUTHORIZE AWARD OF AN ON-CALL CONTRACT TO LTK ENGINEERING SERVICES, INC. FOR ON-CALL ELECTRIC MULTIPLE UNIT RAIL VEHICLE SUPPORT SERVICES FOR THE CALTRAIN MODERNIZATION PROGRAM FOR A NOT-TO-EXCEED AMOUNT OF \$24,240,000 FOR A SIX-YEAR TERM**

Ms. Harrington said this contract is for vehicle support services for \$24 million, with an optional extension of \$9 million to start on the design of electrifying the Centralized Equipment Maintenance and Operating Facility (CEMOF). She said this was a competitive procurement. Ms. Harrington said the scope was drafted by staff with the help of an outside consultant.

Director Yeager said he wants to make sure the CEMOF committee will be included in the discussions on the changes.

Public Comment

Paul Jones, Atherton, said all this preparation for electrification is exciting but premature, because it is dependent on getting HSR money. He said the HSR project is still in litigation and the Appellate Court has not given a judgment. Mr. Jones said it is not a certainty that there will be the funds available to electrify and a lot of money is being committed today.

Roland Lebrun, San Jose, said LTK Engineering were the ones procuring the additional Bombardier cars and the cars are not here. He said a delivery method needs to be selected for the rolling stock, and if the private sector is involved a lot of what LTK is supposed to be doing will be done by the private sector as part of the contract. Mr. Lebrun said the blended system is illegal and does not comply with the law and therefore cannot have the \$600 million for electrification.

A motion (Yeager/Tissier) to award an on-call contract to LTK Engineering Services, Inc. for on-call EMU Rail vehicle support services was approved unanimously by a roll call vote.

**AUTHORIZE AWARD OF CONTRACT TO TRANSYSTEMS CORPORATION FOR ON-CALL GENERAL ENGINEERING CONSULTANT DESIGN-REVIEW SERVICES FOR A NOT-TO-EXCEED AMOUNT OF \$1.5 MILLION FOR A THREE-YEAR TERM**

Cheryl Cavitt, Director, Contracts and Procurement, said this contract will provide engineering design review services for the JPB Capital Program.

A motion (Yeager/Lloyd) to award a contract to TranSystems Corporation for on-call general engineering consultant design review services was approved unanimously by a roll call vote.

**AUTHORIZE AWARD OF CONTRACT TO SHAW/YODER/ANTWIH, INC. AND EDELSTEIN GILBERT ROBSON & SMITH, LLC TO PROVIDE STATE LEGISLATIVE ADVOCACY SERVICES FOR A FIRM-FIXED PRICE OF \$402,974 FOR A FIVE-YEAR TERM**

Ms. Cavitt said this joint firm will be providing State legislative advocacy services in Sacramento. She said they have a proven track record with the JPB and excellent strengths.

Director Yeager said he recently met the team in Sacramento with Seamus Murphy, Director, Government and Community Affairs, and they are doing a great job. He said he looks forward to working with them as the agency seeks money for electrification.

A motion (Yeager/Tissier) to award a contract to Shaw/Yoder/Antwih, Inc. and Edelstein Gilbert Robson & Smith, LLC to provide State legislative advocacy services was approved unanimously by a roll call vote.

**AUTHORIZE AN AMENDMENT TO INCREASE THE EXECUTIVE DIRECTOR'S CHANGE ORDER AUTHORITY FOR ADDITIONAL WORK NEEDED FOR THE SAN MATEO BRIDGES PROJECT – ADVANCED SITE PREPARATION CONTRACT WITH COMMUNITY TREE SERVICE, INC. IN THE AMOUNT OF \$196,000**

Chuck Harvey, Deputy CEO, said this is to increase the change order authority for the San Mateo Bridges Project – Advanced Site Preparation contract. This contract is to replace four bridges in San Mateo. Mr. Harvey said staff has discovered that as trees were being removed there were more trees and old telephone poles. Staff would have had this removed as part of Phase 2, but it is more cost-effective to do the work now since the contractor is out doing the work already.

A motion (Tissier/Cisneros) to increase the Executive Director's change order authority for the San Mateo Bridges Project – Advanced Site Preparation contract was approved unanimously by a roll call vote.

**AUTHORIZE SUBMITTING AN APPLICATION FOR TRANSIT PERFORMANCE INCENTIVE FUNDING TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR \$1,419,776 TO HELP FUND THE INSTALLATION OF A NEW CONTROL POINT ON THE CALTRAIN MAINLINE IN SAN CARLOS**

April Chan, Executive Officer, Planning and Development, said this is a funding program established by the MTC to help transit operators meet their goals of the Transit Sustainability Project. The funding being proposed will be used to install a control point in San Carlos and a marketing campaign to promote off-peak service hours.

A motion (Lloyd/Kalra) to submit an application for TPI funding to the MTC to help fund the installation of a new control point on the Caltrain mainline in San Carlos was approved unanimously by a roll call vote.

**AUTHORIZE SUBMITTING AN APPLICATION AND EXECUTING A FUNDING AGREEMENT WITH THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY AND/OR SAN MATEO CITY/COUNTY ASSOCIATION OF GOVERNMENTS FOR SAN MATEO COUNTY SHUTTLE PROGRAM FUNDS FOR APPROXIMATELY \$2.5 MILLION**

Ms. Chan said this is a program administrated jointly by the San Mateo County Transportation Authority (TA) and the City/County Association of Governments (C/CAG) and will provide funding for the Caltrain shuttle program in San Mateo County over the next two years.

A motion (Lloyd/Deal) to submit an application and execute a funding agreement with the TA and/or C/CAG for San Mateo County Shuttle Program funds was approved unanimously by a roll call vote.

**LEGISLATIVE UPATE**

State Update

Mr. Murphy said budget hearings have started in Sacramento and Cap and Trade is anticipated as the main focus. There are some additional hearings that will go into the details of the governor's proposal on March 19 and April 3 in the Assembly and Senate, respectively. Assemblyman Rich Gordon (D-Menlo Park) from the Caltrain delegation is a member of the subcommittee that is focused on this issue and Senator Jim Beall (D-Santa Clara) is the chair of the budget subcommittee in the Senate. Mr. Murphy said staff supports the rail modernization proposal in the governor's budget because it is a competitive program. There has been some pushback on it, and there is some support to transition it into a formula program similar to the Proposition 1A Connectivity funds. Mr. Murphy said Caltrain's projects related to modernization would fare best under a competitive program. He said the \$100 million funding in the existing proposal that will flow to the region needs to be increased dramatically.

Mr. Murphy said there is a lot of potential that Caltrain operations will benefit from the MTC's recent action to allocate Cap and Trade funds that come to the region. He said transit agencies would receive operating funds through this proposal, but \$100 million is not much to divide up throughout the State. He said there is \$400 million left that the governor and the Legislature allocated to the General Fund as a loan, but that still needs to be paid back. There is an opportunity to pay those funds back in the next fiscal year and increase the funding available to the region.

Federal Update

Mr. Murphy said last month the Notice of Funding Availability was issued for the Transportation Investment Generating Economic Recovery Program. He said the program has been reappropriated every year since the Stimulus Act. Mr. Murphy said it is \$600 million and applications are due by April 28. He said Caltrain has some competitive projects, starting with electrification.

Mr. Murphy said the president released his FY2015 budget proposal, and the centerpiece of it is the reauthorization proposal for Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), which expires this year. The president has called for a \$302 billion reauthorization proposal that would fully fund the Highway Trust Fund with a specific

business tax overhaul-related proposal that would generate \$150 billion to support enhanced funding levels for Highway Trust Funds programs moving forward over the next four years. Mr. Murphy said the president is not wedded to the business tax overhaul as a funding solution, but one that makes sense to him as well as receiving supportive comments from Republicans in Congress.

**CAPITAL PROJECTS QUARTERLY STATUS REPORT – 2<sup>ND</sup> QUARTER FISCAL YEAR 2014**

Ms. Harrington said this report is informational only.

**CORRESPONDENCE**

No discussion.

**BOARD MEMBER REQUESTS**

None

**LEGAL COUNSEL REPORT**

No report.

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

The next meeting will be Thursday, April 3, 2014, 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.

Adjourned at 11:30 p.m.

PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

C. H. (Chuck) Harvey  
Deputy CEO

SUBJECT: **AUTHORIZE DISPOSITION OF 11 SERVICE SUPPORT VEHICLES**

**ACTION**

Staff Coordinating Council (SCC) recommends the Board authorize the Executive Director to dispose of the following vehicles:

- 1992 Chevy Cheyenne 2500
- 1998 International 4900
- 1998 Ford F-150
- 1999 Ford F-250 – (2)
- 2002 Ford Escape – (2)
- 2003 Ford F-350
- 2003 Ford F-350 Hi-Rail
- 2003 Dodge Stratus
- 2004 Ford F-350

**SIGNIFICANCE**

The proposed action will implement the Peninsula Corridor Joint Powers Board's (JPB) policy to routinely dispose of surplus vehicles and equipment that are no longer viable for service. Disposition of the vehicles is in keeping with this practice, and will be carried out in compliance with JPB procurement policy. JPB-approved methods of disposition are by sealed bid, public auction, sale, negotiation, transfer to another public agency, or by discarding as scrap. Under this proposed action, the vehicles will be disposed of by public auction.

**BUDGET IMPACT**

No Federal funds were used for the purchase of these vehicles. The vehicles were purchased with State grant funds. Proceeds, net of any disposal costs, will be returned to the State grant funds account.

**BACKGROUND**

Amtrak, under the auspices of the JPB, purchased the vehicles in the years specified above to perform communications and signal activities, facilities tasks and to provide general transportation while working on the Caltrain right of way. Upon completion of Amtrak's contract with the JPB, title was transferred to Caltrain for these vehicles. These service support vehicles have reached the end of their useful life.

Contract Officer: Brian Geiger 650.508.7973  
Project Manager: Lynn Lockwood, Rail Contract Cost Admin 650.508.6328



RESOLUTION NO. 2014-

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

\* \* \*

AUTHORIZING DISPOSITION OF 11 SERVICE SUPPORT VEHICLES

**WHEREAS**, it is the policy of the Peninsula Corridor Joint Powers Board (JPB) to dispose of used, surplus vehicles that are determined to be no longer viable for use; and

**WHEREAS**, the JPB has identified the need to dispose of the following vehicles that have reached the end of their useful life:

- 1992 Chevy Cheyenne 2500
- 1998 International 4900
- 1998 Ford F-150
- 1999 Ford F-250 – (2)
- 2002 Ford Escape – (2)
- 2003 Ford F-350
- 2003 Ford F-350 Hi-Rail
- 2003 Dodge Stratus
- 2004 Ford F-350

**WHEREAS**, the JPB's Procurement Policy provides for disposition of surplus assets by various means, including through sealed bid procedure, public auction, sale, negotiation, transfer to another public agency, or by discarding items as scrap; and

**WHEREAS**, the plan is to dispose of the 11 vehicles by public auction with the proceeds, net of any disposal costs, deposited to the State grant funds account; and

**WHEREAS**, Staff Coordinating Council recommends disposition of the vehicles according to the process outlined above.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the disposition of the vehicles identified above by public auction, in accordance with the JPB's Procurement Policy; and

**BE IT FURTHER RESOLVED** the Executive Director or his designee is authorized to dispose of these surplus vehicles in the manner specified.

Regularly passed and adopted this 3<sup>rd</sup> day of April, 2014 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, Peninsula Corridor Joint Powers Board

ATTEST:

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JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

C.H. (Chuck) Harvey  
Deputy CEO

SUBJECT: **AUTHORIZING AWARD OF A CONTRACT FOR THE PUBLIC ADDRESS SYSTEM  
AND VISUAL MESSAGE SIGNS UPGRADE AT FOUR STATIONS**

**ACTION**

Staff Coordinating Council (SCC) recommends the Board:

1. Award a contract to the lowest, responsive and responsible bidder, Beci Electric, Inc. (Beci) in the total amount of \$479,000.
2. Authorize the Executive Director or his designee to execute a contract in full conformity with the terms and conditions of the solicitation documents.

**SIGNIFICANCE**

The award of this construction contract will upgrade the Public Address (PA) systems at 22<sup>nd</sup> Street, South San Francisco, Sunnyvale and San Jose Diridon Caltrain stations to bring the PA systems up to Caltrain Standard Specifications and a State of Good Repair (SOGR). Furthermore, the project will install Visual Message Signs (VMS) at the 22<sup>nd</sup> Street Station platform to provide train riders with reliable and up-to-date information.

**BUDGET IMPACT**

Funding for this contract has been included in the approved 2014 and prior fiscal year's Caltrain Capital budgets. No additional funding will be required.

**BACKGROUND**

Currently, the PA systems at the 22<sup>nd</sup> Street, South San Francisco, Sunnyvale and San Jose Diridon stations are neither up to Caltrain's Standard Specifications nor in a SOGR. Additionally, there are no Visual Message Signs at the 22<sup>nd</sup> Street station platform to deliver accurate and timely information to train passengers.

Invitations for Bids (IFBs) were distributed throughout the construction industry. The solicitation was advertised in a newspaper of general circulation and on the JPB's procurement website. Solicitation notices also were sent to potential bidders and Disadvantaged Business Enterprises (DBEs). Three bids were received as listed below:

	<b>Company</b>	<b>Total Bid Amount</b>
	<i>Engineer's Estimate</i>	\$688,305
1.	<i>Beci Electric, Inc., Oakland, CA</i>	\$479,000
2.	<i>DMZ Builders, Concord, CA</i>	\$702,000
3.	<i>Blocka Construction, Inc., Fremont, CA</i>	\$767,500

Beci was deemed to be the apparent low bidder with a bid that was 30 percent lower than the engineer's estimate. Analysis of the bid determined that Beci may have built in less contingency and lowered their anticipation of risk as a result of their experience performing the PA and VMS work, resulting in the significantly lower bid.

Staff confirmed with Beci that it understands the scope of work and contract requirements and will honor the lump sum bid total. Taking these factors into consideration to justify the differential with the engineer's estimate, staff and legal counsel determined that the bid from Beci was fair and reasonable.

Beci has satisfactorily performed on two previously awarded JPB contracts:  
 1) Advanced Traveler Information Systems (ATIS) – VMS Upgrade and 2) ATIS II PA System Upgrades at the San Francisco station.

Beci is an established certified DBE contractor based in Oakland, CA. The company has 29 years of experience in the construction industry performing work for public sector clients. Reference checks confirmed that Beci is experienced and competent. Therefore, staff concludes that Beci is appropriately qualified and capable of meeting the requirements of the contract and is therefore the lowest, responsive and responsible bidder.

The DBE Program Officer reviewed Beci's proposal and determined it meets the requirements of the JPB's DBE Program. Beci plans to engage Conti Corporation of Signal Hill, CA as a subcontractor to perform the installation of the PA systems.

Contract Officer: Adwoa Oni  
 Project Manager: Robert Tam

650.508.6411  
 650.508.7969

RESOLUTION NO. 2014-

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

\* \* \*

**AUTHORIZING AWARD OF CONTRACT TO BECI ELECTRIC, INC.  
AT A TOTAL COST OF \$479,000 FOR THE PUBLIC ADDRESS SYSTEM AND VISUAL MESSAGE  
SIGNS UPGRADE AT FOUR STATIONS**

**WHEREAS**, the Peninsula Corridor Joint Powers Board (JPB) solicited bids for the Public Address (PA) and Visual Message Sign (VMS) Upgrade at Four Stations Project; and

**WHEREAS**, in response to the JPB's invitation for bids, three firms submitted bids; and

**WHEREAS**, staff and Legal Counsel have reviewed the bids and determined that Beci Electric, Inc. (Beci) of Oakland, California, a Disadvantaged Business Enterprise, is the lowest, responsive and responsible bidder; and

**WHEREAS**, the Staff Coordinating Council recommends a contract be awarded to Beci whose bid meets all of the requirements of the solicitation documents.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a contract to Beci of Oakland, California, for the Public Announcement (PA) and Visual Messaging Signs (VMS) Upgrade at Four Stations Project in the total amount of \$479,000; and

**BE IT FURTHER RESOLVED** the Executive Director, or designee, is authorized to execute a contract on behalf of the Peninsula Corridor Joint Powers Board with Beci for the PA and VMS Upgrade at Four Stations Project in full conformity with all the terms and conditions of the solicitation documents.

Regularly passed and adopted this 3<sup>rd</sup> day of April, 2014 by the following vote:

AYES:

NOES:

ABSENT:

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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: Gigi Harrington  
Deputy CEO

C.H. (Chuck) Harvey  
Deputy CEO

SUBJECT: **AUTHORIZE AMENDMENT TO THE SECURITY SYSTEM MAINTENANCE AND  
REPAIR SERVICES CONTRACT**

**ACTION**

Staff Coordinating Council (SCC) recommends the Board authorize the Executive Director, or designee, to execute an amendment to the contract with Ojo Technology, Inc. (Ojo) for provision of closed-circuit television (CCTV) security system maintenance and repair services (Services) that will:

1. Extend the contract on a month-to-month basis for up to 12 months for an estimated not-to-exceed amount of \$125,520; and
2. Add the maintenance and repair of 43 cameras that recently were installed at the Caltrain station in San Bruno, CA to the Services provided under the contract.

**SIGNIFICANCE**

Approval of the above actions will ensure continued, uninterrupted provision of the Services by Ojo, and will provide staff sufficient time to develop a Request for Proposals (RFP) that best addresses the requirements of the JPB and the San Mateo County Transit District (District).

**BUDGET IMPACT**

This amendment will increase the estimated total contract amount by \$125,520 from \$552,619 to up to \$678,139. Funds for this amendment will be available under approved and projected operating budgets for the JPB.

**BACKGROUND**

Pursuant to Resolution No. 2009-17, the Board awarded a three-year contract with two, one-year option terms to Ojo to provide CCTV Services at various JPB stations and facilities, including the Caltrain Centralized Equipment Maintenance and Operations Facility. The JPB has exercised the two, Board-authorized, one-year options to extend and the contract will expire July 7, 2014.

Extension of the contract with Ojo on a month-to-month basis for up to 12 months is required to provide staff sufficient time to:

- a. Properly evaluate current and projected requirements for the Services of the JPB and the District, investigate available and emerging technologies and solutions, and research potential cooperative purchasing alliances, and to
- b. Develop a RFP for the provision of the Services that best address the requirements of the JPB and the District.

The current approved contract amount is insufficient to provide the Services during the 12-month contract extension. The required amount is estimated at up to \$125,520 for the maximum 12 months, which amount includes provision of spare parts for the CCTV system, if needed and the addition of maintenance and repair of the equipment that was recently installed at the San Bruno Caltrain Station. Ojo has agreed to provide uninterrupted Services under the same terms and conditions of the existing contract on a month-to-month basis, from July 8, 2014 through July 7, 2015. Staff anticipates issuing a RFP for CCTV security system maintenance and repair services in the fall of 2014.

Ojo's performance to date has been satisfactory and in full accordance with the requirements of the contract.

Contract Officer: Luis F. Velásquez	650.622.8099
Project Manager: Dave Triolo, Chief of Protective Services	650.508.6237



RESOLUTION NO. 2014 -

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

\* \* \*

**AUTHORIZING AMENDMENT TO THE CONTRACT WITH OJO TECHNOLOGY, INC. FOR PROVISION OF SECURITY SYSTEM MAINTENANCE AND REPAIR SERVICES IN ORDER TO EXTEND THE TERM OF THE CONTRACT, ADD EQUIPMENT TO THE CONTRACT, AND INCREASE THE ESTIMATED CONTRACT AMOUNT BY UP TO \$125,520**

**WHEREAS**, pursuant to Resolution No. 2009-17, the Board of Directors of the Peninsula Corridor Joint Powers Board (JPB) authorized the award of a contract (Agreement) to Ojo Technology, Inc. (Ojo) of Fremont, California for provision of closed-circuit television (CCTV) security system maintenance and repair services (Services); and

**WHEREAS**, staff proposes to extend the Agreement for up to an additional 12 months on a month-to-month basis to allow sufficient time for the JPB to evaluate current and projected requirements for the Services of the JPB and the San Mateo County Transit District (District), investigate and evaluate available and emerging technologies and solutions, research potential cooperative purchasing alliances, and develop and issue a Request for Proposals to provide the Services for the JPB and the District; and

**WHEREAS**, 43 cameras and associated equipment were recently installed at the San Bruno Caltrain Station, which will become operational in April of 2014; and

**WHEREAS**, staff proposes to include this recently installed equipment in the Services provided under the Agreement; and

**WHEREAS**, the Staff Coordinating Council recommends the Board authorize an amendment to the Agreement to extend the contract term on a month-to-month basis for up to 12 months, from July 8, 2014 through July 7, 2015, increase the total contract amount by the estimated not-to-exceed amount of \$125,520, and to include the equipment

recently installed at the San Bruno Caltrain Station in the Services provided under the Agreement.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors of the JPB authorizes an amendment to the Agreement with Ojo to extend the contract term on a month-to-month basis for up to 12 months, from July 8, 2014 through July 7, 2015, to increase the total contract amount by the estimated not-to-exceed amount of \$125,520, and to include the equipment recently installed at the San Bruno Caltrain Station in the Services provided under the Agreement.

**BE IT FURTHER RESOLVED** the Board authorizes the Executive Director or his designee to execute the amendment, in a form approved by legal counsel.

Regularly passed and adopted this 3<sup>rd</sup> day of April, 2014 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 2014**

In February 2014, Caltrain's average weekday ridership (AWR) was 51,257, which is an increase of 3,225 or 6.7 percent over February 2013 AWR of 48,032. The total number of passengers who rode Caltrain in February 2014 was 1,247,353 which is 6.9 percent more than in February 2013.

On-time performance (OTP) for February 2014 was 95.5 percent, which is above the 93.5 percent on-time performance for February 2013. When trains arriving within 10 minutes of the scheduled arrival time are included, February 2014 OTP rises to 97.8 percent. There were six days when 100 percent of the trains were on time, two weekdays three weekend days, and one holiday. An additional 11 days operated with 95 percent or better OTP. Mechanical delays in February 2014 were 1,702 minutes, compared with 1,139 minutes in February 2013.

Looking at customer service statistics, there were 8.3 complaints per 100,000 passengers in February 2014. This is lower than the 11.4 complaints in February 2013.

Shuttle ridership is up 18 percent from last year. When comparing the same shuttle routes as last year and the Marguerite shuttles are removed, overall shuttle ridership increased 1.7 percent over February 2013. The Marguerite shuttles have improved the accuracy of their ridership reporting, which accounts for much of the ridership increase. For the station shuttles, the Millbrae-Broadway shuttle averaged 242 daily riders. The Belmont-Hillsdale shuttle averaged 65 daily riders. The weekend Tamien-San Jose shuttle averaged 66 riders per day.

## Caltrain Promotions – February 2014

**Giants Fan Fest** – In early February, the Giants baseball fans emerged to see their shadows and declare eight more weeks until the Giants take the field at AT&T Park. The fans also headed to the ballpark to attend the team’s annual Fan Fest. To accommodate the crowds, Caltrain ran extra trains. The service was promoted through social media, a news release and on Caltrain’s website. Caltrain transported 4,032 additional customers compared to an average Saturday.

**Presidents Day** – Caltrain operated a modified Saturday schedule on Presidents Day in response to decreased commuter demand. Information about the modified schedule was disseminated through station electronic signs, special timetable, social media, news release, *Caltrain Connection* newsletter and web posting.

**San Jose Sharks** – Although hockey fans were glued to their TV sets and computers to see the U.S. hockey team get hot (and cold) at the winter Olympics, they still found time to head to the SAP Center in San Jose to see the San Jose Sharks. Caltrain staff works with the Sharks to promote the train to fans through onboard take ones and adcards. The marketing efforts also included running banner ads and radio spots on Pandora, posting information through social media and including information in *Track the Fun*. Caltrain carried an extra 1,448 customers for the four February home games.

**Partnership** – Caltrain Market Research & Development staff works with a number of event organizers to co-promote events that will generate off-peak train ridership and also provide added value for current Caltrain customers. In February, the rail agency partnered with Disney On Ice. The events are generally promoted in the *Track the Fun* brochure and *Caltrain Connection* newsletter, through social media, news releases and web postings. The promoters also included Caltrain in its promotional materials and offered a discount (\$5) for Disney On Ice.

**Caltrain Connection** – The winter edition of the *Caltrain Connection* newsletter hit the trains and web. The seasonal newsletter featured articles on Caltrain Modernization, the San Francisco station bike parking facility, bicycle etiquette tips and Caltrain’s 150<sup>th</sup> anniversary event, as well as a listing of fun destinations to visit via Caltrain.

Prepared by: Rita P. Haskin, Executive Officer, Customer Service and Marketing 650.508.6248  
Catherine David, Senior Planner 650.508.6471

### Table A

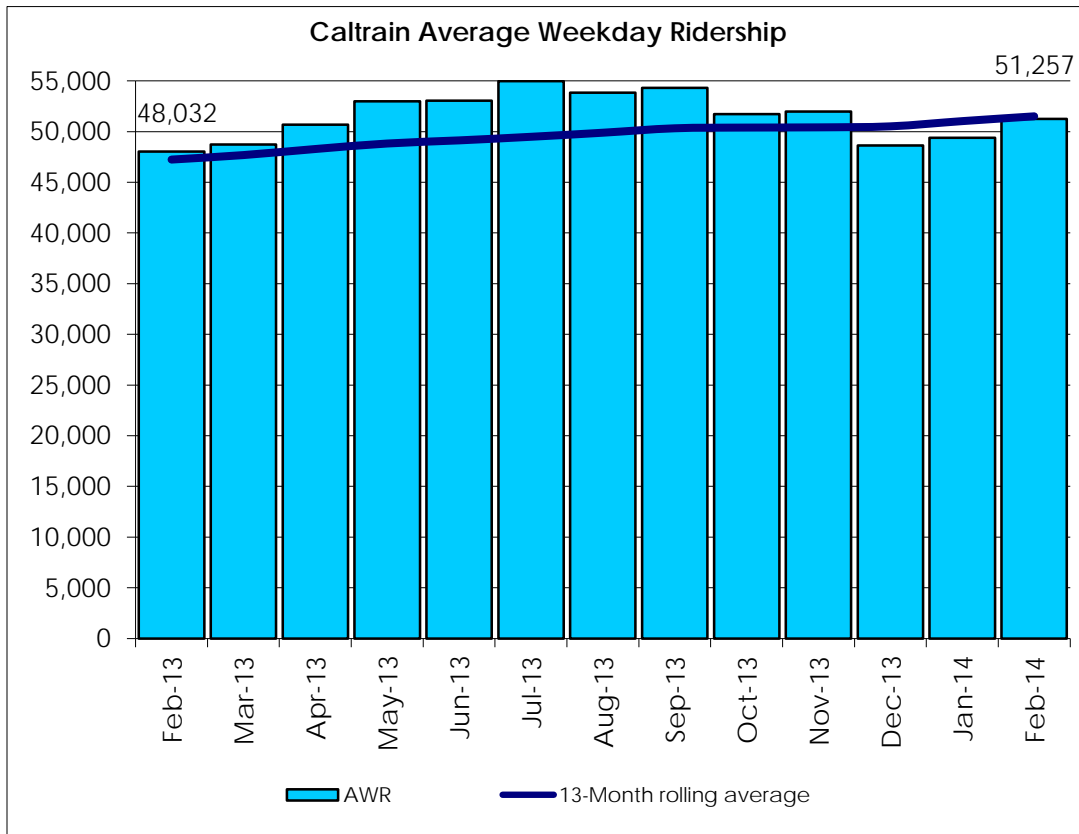
#### February 2014

	FY2013	FY2014	% Change
Total Ridership	1,166,994	1,247,353	6.9%
Average Weekday Ridership	48,032	51,257	6.7%
Total Farebox Revenue	\$ 5,256,938	\$ 5,664,041	7.7%
On-time Performance	93.5%	95.5%	2.1%
Average Caltrain Shuttle Ridership	7,808	9,217	18.0%

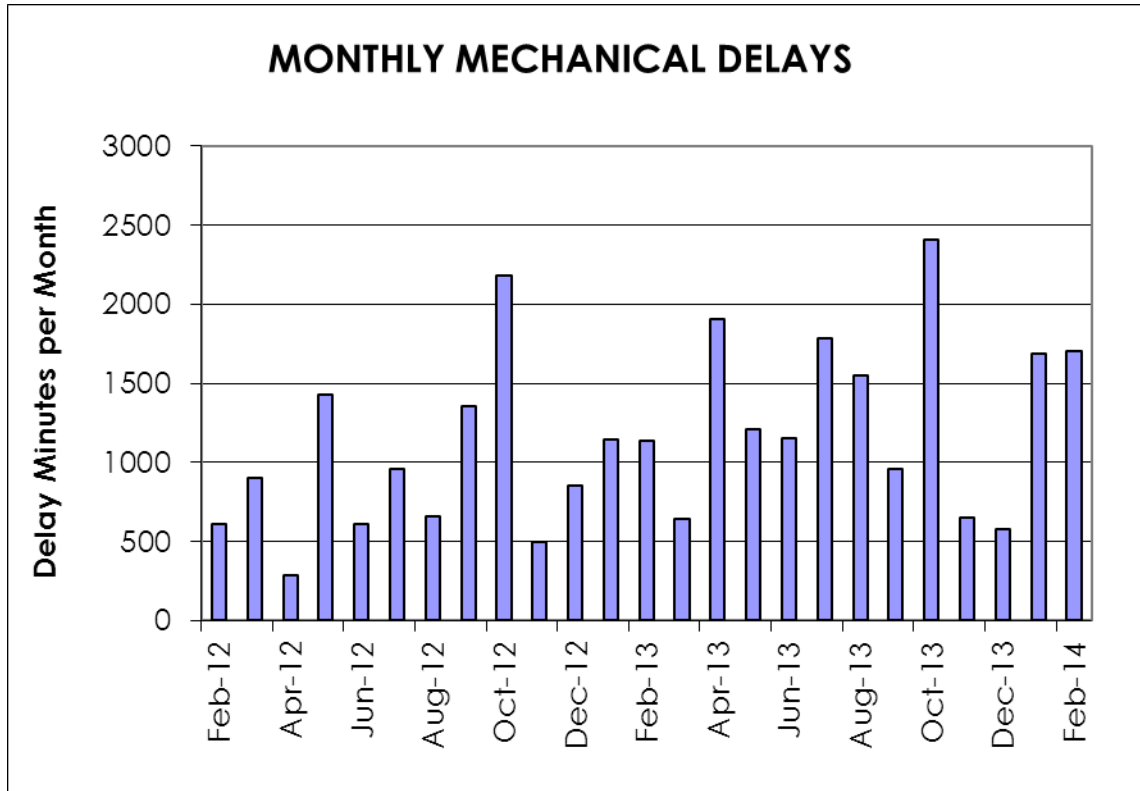
#### Year to Date

	FY2013	FY2014	% Change
Total Ridership	10,126,786	11,024,792	8.9%
Average Weekday Ridership	47,869	52,019	8.7%
Total Farebox Revenue	\$44,683,905	\$48,353,022	8.2%
On-time Performance	90.8%	92.7%	2.1%
Average Caltrain Shuttle Ridership	8,219	7,898	-3.9%

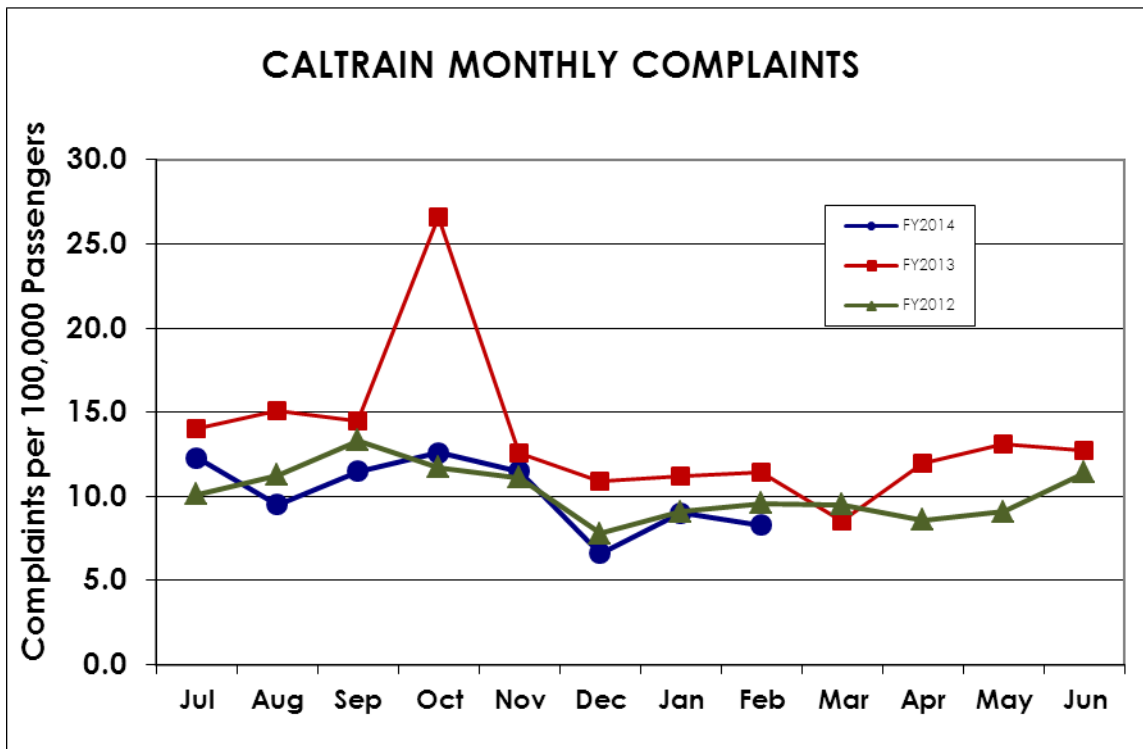
### Graph A



Graph B



Graph C



**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: **QUINT STREET BRIDGE EMERGENCY ASSESSMENT AND REPAIR**

**ACTION**

Staff will provide the Board with a comprehensive report at the meeting on recent developments concerning the Quint Street Bridge condition and recommendations for possible emergency repair authorizations.

**SIGNIFICANCE**

The Quint Street Bridge is located at approximately milepost 3.0 in San Francisco. It was built in 1907 and is reaching the end of its useful life. The Peninsula Corridor Joint Powers Board (JPB) is working cooperatively with the city of San Francisco and the San Francisco County Transportation Authority to implement a bridge replacement project that involves the closure of Quint Street and the construction of an elevated berm to replace this bridge structure.

Recent bridge inspections have revealed conditions that have required the placement of freight restrictions and slower authorized speed for Caltrain passenger service on northbound track MT-1. Staff is currently working with the JPB's General Engineering Contractor for bridges and structures to complete a full assessment of the bridge condition and to develop possible emergency repair recommendations.

Prepared by: C.H. (Chuck) Harvey, Deputy CEO

650.508.7720

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Marian Lee  
Executive Officer, Caltrain Modernization Program

SUBJECT: **CALTRAIN STRATEGIC PLAN UPDATE – PROPOSED GUIDING PRINCIPLES AND GOALS**

**ACTION**

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

**SIGNIFICANCE**

Caltrain staff launched an update of the Strategic Plan at the October 2013 Board meeting. The plan is proposed to have a 10 year horizon.

Since that time, staff has been working with internal and external stakeholders to develop a proposed policy framework of guiding principles and goals which form the overall structure of the strategic plan. At the April Board meeting, staff will discuss the guiding principles and goals for comment and discussion. Please see attached.

Following the April Board meeting, staff will continue to advance the strategic plan process and develop objectives with stakeholder input. The objectives will focus on key efforts and outcomes that are needed to support the goals. Outreach will include public meetings in San Francisco, San Mateo and Santa Clara counties, presentations to JPB member-agency Citizens Advisory Committees, and general updates at various recurring stakeholder meetings throughout the corridor.

Staff anticipates coming back in the summer to update the Board. Completion of the plan is scheduled for late summer 2014.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

When the Board adopted Caltrain's Strategic Plan in 2004, Caltrain had approximately 28,000 riders per weekday and had just introduced Baby Bullet service. Caltrain modernization efforts were progressing but funding was insufficient and the California High Speed Rail system had not yet been approved by the voters.



Today, the environment is significantly different. Caltrain's daily ridership has grown dramatically and is now close to 50,000 per weekday. California's High Speed Rail system has been approved by the voters and with High Speed Rail's contribution, Caltrain modernization has a \$1.5 billion funding plan.

While the modernization program is moving forward, Caltrain must continue to address the challenges of keeping the system safe, reliable and in a state of good repair. The modernization program will replace vehicles but other elements of the existing system infrastructure will continue to be utilized.

Financially, Caltrain continues to struggle with its annual budgets. Insufficient funding continues to delay state of good repair and reliability projects. The on-going structural deficient of operating and maintaining the system continues to threaten Caltrain's ability to sustain levels of service that meet the needs of the region.

The Strategic Plan is to function as the JPB's policy framework for guiding Board and staff decisions to invest in our system and keep it sustainable for our future. It is a living document that should be updated every 5 years, at a minimum.

Prepared by: Sebastian Petty, Senior Planner  
Caltrain Modernization Program

650.622.7831

<b>Guiding Principles</b>						
Ensure the safety of customers, employees and the public	Grow and manage customer demand with expanded and enhanced service	Maximize utilization of system infrastructure and rolling stock	Establish financial stability, minimize operating subsidy and fund system improvements	Serve as a critical element of the region's transportation and land use system	Build partnerships with government agencies, stakeholders and the public	Conduct business in a socially responsible way
<b>Goals</b>						
<ul style="list-style-type: none"> <li>- Comply with safety and security regulations</li> <li>- Promote a safety culture and awareness within and beyond the organization</li> <li>- Invest in and maintain a safe system</li> <li>- Safeguard the security of Caltrain customers, employees and the public</li> </ul>	<ul style="list-style-type: none"> <li>- Meet current and future customer mobility needs</li> <li>- Balance service and amenities to address different travel markets</li> <li>- Operate a dependable and punctual service</li> <li>- Provide a comfortable and convenient travel experience</li> </ul>	<ul style="list-style-type: none"> <li>- Maintain a state of good repair</li> <li>- Invest in system reliability</li> <li>- Expand capacity through timely investments</li> <li>- Support a blended Caltrain/High Speed Rail system in the Peninsula corridor</li> </ul>	<ul style="list-style-type: none"> <li>- Efficiently deliver services and projects</li> <li>- Maximize revenues</li> <li>- Stabilize and expand external funding sources</li> </ul>	<ul style="list-style-type: none"> <li>- Improve connectivity to local and regional transportation systems</li> <li>- Promote alternative modes of station access and egress</li> <li>- Encourage transit supportive development at and around stations</li> <li>- Integrate with California's statewide rail network</li> </ul>	<ul style="list-style-type: none"> <li>- Build relationships with openness and fairness</li> <li>- Cultivate effective external participation</li> <li>- Strengthen partnerships by pursuing common goals</li> </ul>	<ul style="list-style-type: none"> <li>- Fulfill civil rights regulations</li> <li>- Minimize Caltrain's environmental footprint</li> <li>- Provide an inclusive and equitable system</li> </ul>

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

Marian Lee  
Executive Officer  
Caltrain Modernization

SUBJECT: **AUTHORIZE AWARD OF CONTRACT FOR ELECTRIFICATION SUPPORT SERVICES  
FOR CALTRAIN MODERNIZATION (CALMOD) PROGRAM**

**ACTION**

Staff Coordinating Council (SCC) recommends the Board:

1. Award a contract for on-call, no guaranteed level-of-effort, electrification (Electrification) support services for the Caltrain Modernization (CalMod) Program for a not-to-exceed amount of \$38,575,000 for a six-year base term to Gannett Fleming Transit & Rail Systems (GFT&RS), a division of Gannett Fleming, Inc.
2. Authorize the Executive Director, or his designee, to execute a contract with GFT&RS in full conformity with the terms and conditions of the solicitation documents and negotiated agreement.
3. Authorize the Executive Director, or his designee, to exercise up to two 2-year option terms for an aggregate not-to-exceed amount of \$3,341,000, if it is in the best interest of the Peninsula Corridor Joint Powers Board (JPB).
4. Authorize the Executive Director aggregate contingency authority of up to 15 percent of the total Board authorized contract amount.

**SIGNIFICANCE**

Approval of the above actions will benefit the JPB by making available the most qualified firm to provide technical support services to the JPB for the CalMod Program Electrification component on an on-call basis. Award of this contract will not obligate the JPB to purchase any specific level of service from GFT&RS, as work directives will be issued on a task-by-task, as-needed basis.

## **BUDGET IMPACT**

Work directives issued under this contract will contain a defined scope of services, a separate schedule and an approved budget. Funding for the work directives will come from prior and future years' approved capital budgets.

## **BACKGROUND**

The CalMod Program is the JPB's approximately \$1.5 billion Early Investment Program in the Peninsula Rail Corridor consisting of (1) installation of an advanced signal system (Communications-based Overlay Signal System (CBOSS)/Positive Train Control (PTC), (2) electrified Caltrain service by 2019 and (3) procurement of electric multiple unit (EMU) rail vehicles. The Early Investment Program also will be designed to support the Blended System with the California High-speed Rail Authority (CHSRA) in the future.

The JPB intends to use its best efforts to ensure delivery of the corridor electrification and the EMU projects on an expedited basis and with a target completion date no later than 2019.

The JPB requires a firm with specialized expertise to provide technical oversight, design reviews and Electrification procurement planning services for the JPB's Electrification project for the CalMod Early Investment Program. The firm will function as the JPB's project manager and technical expert on overseeing Electrification rail systems design, product manufacturing, delivery, installation/construction, testing, commissioning, safety, warranty and related systems integration and coordination. The firm will be required to seamlessly and effectively perform its scope of services with all members of the CalMod owner's representative team, with all stakeholders, and with all contractors who are awarded project delivery contracts to perform work related to corridor Electrification, EMU vehicles, CBOSS/PTC, Capital Improvement Projects (CIP) and State of Good Repair (SOGR) corridor improvements. The Electrification team will support delivery and execution for the CalMod Program. The firm will become integral members of the CalMod owner's representative team, working closely with the JPB personnel and other JPB consultants that make up the team.

A Request for Proposals was issued to identify firms to provide the services of Electrification support services for the CalMod Program for a six-year base term, with two 2-year option terms. Staff advertised the requirements on the JPB's procurement website and in a newspaper of general circulation. Notifications also were sent to interested vendors that were registered in the procurement database and Disadvantaged Business Enterprises (DBEs) in the engineering and transportation consulting industries. The JPB received three proposals.

In accordance with State and Federal law governing the procurement of engineering contracts, the technical proposals were evaluated to determine the most qualified firm, after which price and terms and conditions were negotiated only with the most qualified firm. An Evaluation Committee (Committee) composed of qualified staff reviewed and scored the proposals in accordance with the following weighted criteria:

- Firm Qualifications and Experience 20%
- Organization Chart 10%
- Key Personnel, Qualifications and Experience 40%
- Approach to Services 30%

All three proposals submitted were determined to be in the competitive range and the three firms were invited for an interview. Upon completion of the interviews, checking of references, financial review, and final scoring of the proposals, the Committee came to a consensus scoring.

The firms are listed below in order of their final consensus ranking:

1. Gannett Fleming Transit and Rail Systems
2. HNTB, Inc.
3. AECOM, Inc.

Staff determined that GFT&RS, the highest ranked firm, is qualified to be selected for contract award as it possesses the requisite depth of experience and has the required qualifications and expertise to successfully perform Electrification support services for the CalMod Program.

The JPB has completed negotiations with GFT&RS on contractual terms and conditions, as well as price. Pursuant to a cost analysis, in compliance with Federal Transit Administration requirements, staff concludes that GFT&RS's negotiated costs are fair and reasonable.

The 15 percent change order authority for the Executive Director is requested to allow the flexibility to address any scope changes that may arise during the implementation of this complex and large scale Electrification support services contract for the CalMod Program.

The JPB's DBE Officer reviewed GFT&RS's proposal and determined that it was responsive to the JPB's DBE requirements. GFT&RS intends to perform this contract with a team of 3 subconsultants (one of which is a DBE).

Sr. Contract Officer: Alicia Fraumeni 650.508.6442  
 Executive Officer, CalMod: Marian Lee 650.622.6843

RESOLUTION NO. 2014 -

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

\* \* \*

**AUTHORIZING AWARD OF ON-CALL CONTRACT TO  
GANNETT FLEMING TRANSIT AND RAIL SYSTEMS  
FOR ELECTRIFICATION SUPPORT SERVICES FOR THE  
CALTRAIN MODERNIZATION (CALMOD) PROGRAM  
FOR A NOT-TO-EXCEED AMOUNT OF \$38,575,000 FOR SIX-YEAR BASE TERM**

**WHEREAS**, the Peninsula Corridor Joint Powers Board (JPB) issued a Request for Proposals (RFP) to provide on-call electrification (Electrification) support services for the CalMod Program; and

**WHEREAS**, in response to the JPB's RFP, three firms submitted proposals; and

**WHEREAS**, an Evaluation Committee (Committee) composed of qualified JPB staff reviewed and scored the proposals, conducted interviews with the three firms, ranked the proposals in accordance with the criteria set forth in the RFP, and determined that Gannett Fleming Transit and Rail Systems (GFT&RS) of Audubon, Pennsylvania was the highest ranked and most qualified firm; and

**WHEREAS**, staff and legal counsel have reviewed the GFT&RS proposal and determined that it complies with the requirements of the solicitation documents; and

**WHEREAS**, the JPB has successfully completed negotiations on contractual terms and conditions, as well as on price, with GFT&RS; and

**WHEREAS**, in accordance with Federal Transit Administration requirements, staff has performed a cost analysis and determined that the negotiated proposed costs are fair and reasonable; and

**WHEREAS**, Staff Coordinating Council (SCC) recommends and the Executive Director concurs, that a contract for on-call Electrification support services for the

CalMod Program be awarded to GFT&RS, for a six-year base term for a not-to-exceed amount of \$38,575,000, with up to two 2-year option terms for a total aggregate not-to-exceed amount of \$3,341,000; and

**WHEREAS**, SCC also recommends the Executive Director be authorized change order authority of up to 15 percent of the total Board-authorized contract amount to allow the flexibility to address any scope changes that may arise during the performance of this complex and large scale Electrification support services contract for the CalMod Program.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors (Board) of the JPB hereby awards a contract for on-call Electrification support services for the CalMod Program to Gannett Fleming Transit and Rail Systems (GFT&RS) of Audubon, Pennsylvania for a six-year base term not-to-exceed amount of \$38,575,000, with the understanding that the JPB is under no obligation to purchase any specific level of service from GFT&RS and that work directives will be issued on an as-needed basis, taking into account factors such as work priorities, specialized expertise, cost and availability of funding; and

**BE IT FURTHER RESOLVED** the Executive Director, or his designee, is authorized to execute the contract on behalf of the JPB with GFT&RS, in full conformity with the terms and conditions of the solicitation documents and negotiated agreement; and

**BE IT FURTHER RESOLVED** the Board authorizes the Executive Director, or his designee, to exercise up to two 2-year option terms to the contract with GFT&RS, in a total aggregate not-to-exceed amount of \$3,341,000, if it is in the best interest of the JPB; and

**BE IT FURTHER RESOLVED** the Board authorizes the Executive Director, or his designee, to execute amendments to the contract with GFT&RS in the aggregate amount up to 15 percent of the total Board-authorized contract amount.

Regularly passed and adopted this 3<sup>rd</sup> day of April, 2014 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, Peninsula Corridor Joint Powers Board

ATTEST:

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JPB Secretary



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 28, 2014 AND SUPPLEMENTAL INFORMATION**

**ACTION**

Staff proposes the Board of Directors accept and enter into the record the Statement of Revenue and Expense for the month of February 2014 and supplemental information.

**SIGNIFICANCE**

**Revenue:** For February of Fiscal Year 2014, *Total Operating Revenue* (line 7) is \$1,003,722 or 1.9 percent **better** than budget. Within total operating revenue, *Farebox Revenue* (line 1) is \$818,747 or 1.7 percent **better** than budget. Compared to the prior year, *Total Operating Revenue* (line 7) is \$4,450,634 or 8.8 percent **higher**.

**Expense:** *Grand Total Expenses* (line 50) show a favorable variance of \$4,128,737 or 5.2 percent. *Total Operating Expense* (line 36) is \$2,845,858 or 4.2 percent **better** than budget. *Total Administrative Expense* (line 46) is \$1,282,865 or 11.8 percent **better** than budget.

Compared to prior year, *Grand Total Expenses* (line 50) are \$3,834,326 or 5.3 percent **higher**.

**BUDGET IMPACT**

There are no budget revisions for the month of February 2014.

Prepared By: Jeannie Chen, Senior Accountant 650.508.6259  
Sheila Tioyao, Manager, General Ledger 650.508.7752

## PENINSULA CORRIDOR JOINT POWERS BOARD

### STATEMENT OF REVENUE AND EXPENSE

Fiscal Year 2014

February 2014

% 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	5,664,041	44,683,905	48,352,957	47,534,210	101.7%	66,070,569	72,016,920	67.1%
2 Parking Revenue	308,356	2,030,187	2,550,581	2,438,897	104.6%	3,652,330	3,652,330	69.8%
3 Shuttles	115,522	778,509	921,238	1,193,018	77.2%	1,722,636	1,722,636	53.5%
4 Rental Income	144,286	1,199,864	1,152,579	1,209,440	95.3%	1,816,920	1,816,920	63.4%
5 Other Income	241,822	2,033,215	2,198,958 (A)	1,797,027	122.4%	2,691,230	2,691,230	81.7%
6								
7 <b>TOTAL OPERATING REVENUE</b>	<b>6,474,027</b>	<b>50,725,680</b>	<b>55,176,314</b>	<b>54,172,592</b>	<b>101.9%</b>	<b>75,953,685</b>	<b>81,900,036</b>	<b>67.4%</b>
8								
CONTRIBUTIONS:								
10 AB434 Peninsula & TA Shuttle Funding	161,135	1,314,826	1,308,510	1,406,630	93.0%	2,109,948	2,109,948	62.0%
11 Operating Grants	1,206,971	3,600,579	9,191,943	7,647,252	120.2%	11,287,914	11,357,195	80.9%
12 JPB Member Agencies	1,435,963	22,333,333	11,487,707	11,487,699	100.0%	17,231,549	17,231,549	66.7%
13 Other Sources				5,285,832	0.0%	13,390,000	13,390,000	0.0%
14								
15 <b>TOTAL CONTRIBUTED REVENUE</b>	<b>2,804,070</b>	<b>27,248,738</b>	<b>21,988,159</b>	<b>25,827,414</b>	<b>85.1%</b>	<b>44,019,411</b>	<b>44,088,692</b>	<b>49.9%</b>
16								
17 <b>GRAND TOTAL REVENUE</b>	<b>9,278,097</b>	<b>77,974,418</b>	<b>77,164,474</b>	<b>80,000,006</b>	<b>96.5%</b>	<b>119,973,096</b>	<b>125,988,728</b>	<b>61.2%</b>
18								
<b>EXPENSE</b>								
OPERATING EXPENSE:								
23 Rail Operator Service	5,006,214	39,997,831	43,339,036	43,750,606	99.1%	64,500,000	64,500,000	67.2%
24 Rail Operator Service - Other	(37,789)	309,700	(30,324) (B)	-	0.0%	-	-	0.0%
25 Security Services	168,261	2,735,621	2,484,711	2,803,296	88.6%	4,519,944	4,519,944	55.0%
26 Rail Operator Extra Work	-	39,968	(251,596) (B)	103,680	-242.7%	155,500	155,500	-161.8%
27 Contract Operating & Maintenance	5,136,687	43,083,120	45,541,828	46,657,582	97.6%	69,175,444	69,175,444	65.8%
28 Shuttles (incl Peninsula Pass)	328,614	2,598,886	2,702,392	2,802,736	96.4%	4,774,107	4,774,107	56.6%
29 Fuel and Lubricants	1,130,906	10,235,802	9,956,152	10,885,398	91.5%	17,828,097	17,518,097	56.8%
30 Timetables and Tickets	(87,500)	92,545	(17,849) (B)	90,500	-19.7%	155,000	155,000	-11.5%
31 Insurance	538,936	3,474,337	4,532,843	4,698,883	96.5%	5,470,000	5,761,697	78.7%
32 Facilities and Equipment Maint	62,277	1,065,092	1,009,003	1,192,467	84.6%	1,814,975	1,938,980	52.0%
33 Utilities	156,921	1,008,752	1,051,305	1,157,127	90.9%	1,826,540	1,826,540	57.6%
34 Maint & Services-Bldg & Other	(34,278)	835,748	761,648 (B)	898,487	84.8%	1,323,880	1,323,880	57.5%
35								
36 <b>TOTAL OPERATING EXPENSE</b>	<b>7,232,563</b>	<b>62,394,282</b>	<b>65,537,321</b>	<b>68,383,179</b>	<b>95.8%</b>	<b>102,368,043</b>	<b>102,473,745</b>	<b>64.0%</b>
37								
ADMINISTRATIVE EXPENSE								
38 Wages and Benefits	462,139	3,548,075	4,062,285	4,505,802	90.2%	6,811,835	6,244,032	65.1%
40 Managing Agency Admin OH Cost	355,287	2,486,570	2,887,778	3,345,325	86.3%	5,017,987	5,017,987	57.5%
41 Board of Directors	1,226	5,825	6,329	7,500	84.4%	11,700	11,700	54.1%
42 Professional Services	42,230	1,794,463	1,680,218	1,824,654	92.1%	2,764,323	3,706,020	45.3%
43 Communications and Marketing	(63,631)	83,470	(21,629) (B)	57,583	-37.6%	122,500	122,500	-17.7%
44 Office Expense and Other	101,291	989,008	983,731	1,140,713	86.2%	1,773,833	1,826,694	53.9%
45								
46 <b>TOTAL ADMINISTRATIVE EXPENSE</b>	<b>898,541</b>	<b>8,907,411</b>	<b>9,598,712</b>	<b>10,881,577</b>	<b>88.2%</b>	<b>16,502,178</b>	<b>16,928,933</b>	<b>56.7%</b>
47								
48 Long Term Debt Expense	91,906	735,250	735,235	735,250	100.0%	1,102,875	1,102,875	66.7%
49								
50 <b>GRAND TOTAL EXPENSE</b>	<b>8,223,010</b>	<b>72,036,943</b>	<b>75,871,269</b>	<b>80,000,006</b>	<b>94.8%</b>	<b>119,973,096</b>	<b>120,505,553</b>	<b>63.0%</b>
51								
52 <b>NET SURPLUS / (DEFICIT)</b>	<b>1,055,087</b>	<b>5,937,476</b>	<b>1,293,205</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>5,483,175</b>	<b>23.6%</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.

(A) Unbudgeted recovery payout from Lehman Brothers bankruptcy.

(B) Reversal of prior year accruals.



**PENINSULA CORRIDOR JOINT POWERS BOARD**

**INVESTMENT PORTFOLIO**

**AS OF FEBRUARY, 2014**

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
Local Agency Investment Fund (Restricted)	*	Liquid Cash	0.236%	\$ 2,000,000	\$ 2,000,000
Local Agency Investment Fund (Unrestricted)	*	Liquid Cash	0.236%	32,989,661	32,989,661
County Pool (Unrestricted)	**	Liquid Cash	0.630%	10,667,678	10,667,678
Other (Unrestricted)		Liquid Cash	0.000%	2,078,313	2,078,313
Other (Restricted)	***	Liquid Cash	0.200%	22,592,212	22,592,212
				\$ 70,327,865	\$ 70,327,865

Accrued Earnings for February, 2014 \$ 13,896.25  
 Cumulative Earnings FY2014 \$ 135,311.45

\* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30 each fiscal year.

\*\* As of February 2014 the amortized cost of the Total County Pool was \$3,250,535,969.81 and the fair market value per San Mateo County Treasurer's Office was \$3,254,688,417.12

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

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

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

**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 2014 FUEL HEDGING PROGRAM**

**ACTION**

This item is presented for informational purposes only.

**SIGNIFICANCE**

A Fuel Hedging Program was instituted for Fiscal Year (FY) 2014 to cover 50 percent of the Peninsula Corridor Joint Powers Board's (JPB) projected diesel fuel usage, which was approximately 2.30 million gallons.

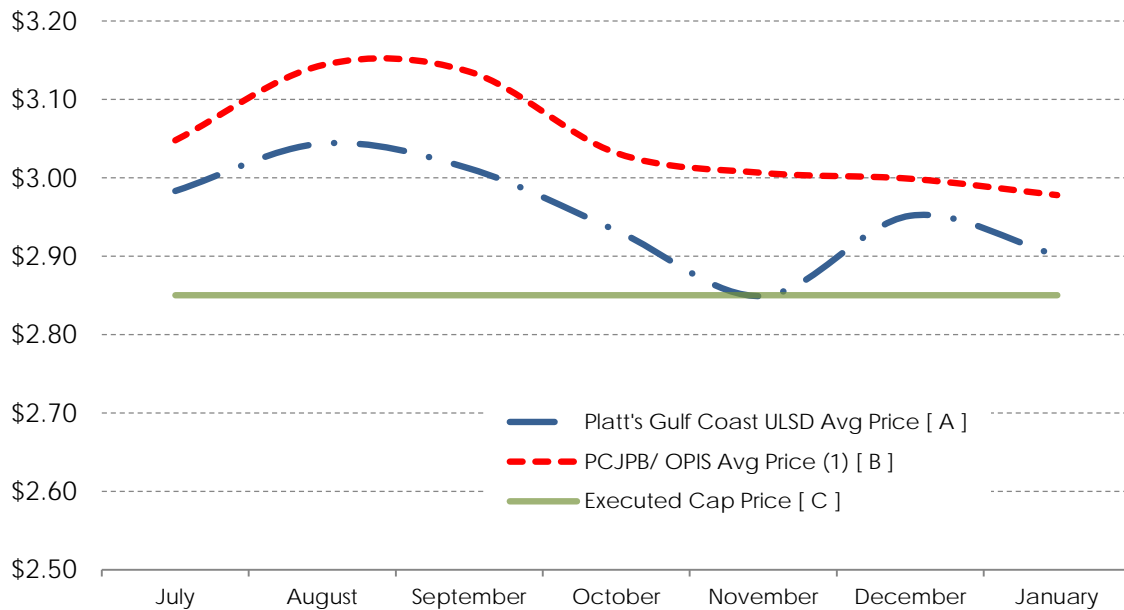
The Fuel Hedging Program (Program) allowed the JPB to reduce uncertainty in the fuel budget for FY2014 and to take advantage of the relatively low market prices at the time the fuel hedging transaction was executed.

Consistent with its Fuel Hedging Policy adopted on April 4, 2013, the JPB purchased a price cap of \$2.85 per gallon based on the Platt's Gulf Coast Ultra Low Sulfur Diesel (ULSD) index. The counterparty on the FY2014 transaction was Barclays Bank PLC. The estimated budget savings from the diesel fuel price cap was about \$1.46 million over the fuel cost the JPB would otherwise have needed to assume for its fuel budget.

The price cap from the transaction was based on ULSD index while the actual JPB purchase price was based on the average weekly spot price from San Francisco Oil Price Information Service (OPIS) index. With the exception of November, the average price of the ULSD index has been consistently above the \$2.85 cap price. Due to local supply issues in the past six months, the ULSD index has a relatively lower correlation of 0.843 with the Oil OPIS index compared to the same period last year. The correlation for the prior five years however continued to remain strong at 0.993. The JPB has through January received a total year-to-date payment of \$138,709 from Barclays. The cost of the cap was \$418,370, which was paid by the JPB as an upfront premium. The following table and graph summarize the results of the FY2014 Program to date:

	Platt's Gulf Coast ULSD Avg Price [ A ]	PCJPB/ OPIS Avg Price <sup>(1)</sup> [ B ]	Variance of ULSD Price & JPB's [ A - B ]	Executed Cap Price [ C ]	+Variance of ULSD Price & Cap Price [ A - C ]	Payment from Barclays [ D ]
July	2.9831	3.0477	(0.0646)	2.85	0.1331	25,510.88
August	3.0436	3.1436	(0.1000)	2.85	0.1936	37,106.73
September	3.0118	3.1353	(0.1235)	2.85	0.1618	31,011.72
October	2.9326	3.0316	(0.0990)	2.85	0.0826	15,831.69
November	2.8491	3.0061	(0.1570)	2.85	0.0000	0.00
December	2.9515	2.9987	(0.0472)	2.85	0.1015	19,454.20
January	2.9011	2.9778	(0.0767)	2.85	0.0511	9,794.18
<b>YTD</b>						<b>138,709.41</b>

<sup>(1)</sup> Excluding Taxes and Fees



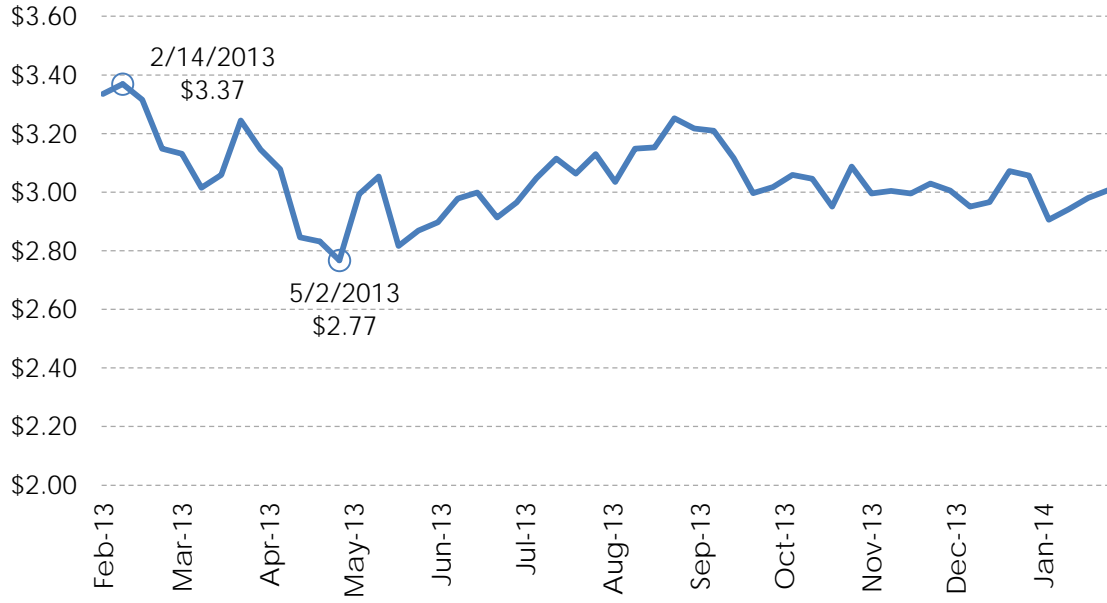
### **BUDGET IMPACT**

There is no impact to the Budget.

### **BACKGROUND**

The JPB purchases fuel from Pinnacle Petroleum based on the average weekly spot price from OPIS index, exposing the JPB to market price fluctuation. During the past 12-month period from February 2013 to January 2014, the price of OPIS has ranged from a high of \$3.37 per gallon in mid-February of 2013 to a low of \$2.77 in the first week of May 2013.

### OPIS Weekly Index Average Fuel Price San Francisco



Prepared By:

Aandy Ly, Senior Financial Analyst

650.508.6376

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon  
Executive Director

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **ADOPT THE REVISED FUEL HEDGING POLICY AND AUTHORIZE AWARD OF  
CONTRACT TO ORRICK, HERRINGTON & SUTCLIFFE LLP**

**ACTION**

Staff Coordinating Council (SCC) recommends that the Board:

1. Adopt the attached revised Fuel Hedging Policy (Policy); and
2. Authorize appointment of Orrick, Herrington & Sutcliffe LLP (Orrick) to serve as special counsel to the Peninsula Corridor Joint Powers Board (the JPB) in connection with the Fiscal Year (FY) 2015 Fuel Hedging Program (Program). Fees for special counsel are not to exceed \$150,000, and are to be allocated to the JPB and the San Mateo County Transit District based upon proportional shares.
3. Authorize any additional actions by the Executive Director or the Deputy CEO, Finance and Administration of the JPB to maintain a competitive bidding process for the JPB's Program.

**SIGNIFICANCE**

On April 3, 2013, the Board revised the JPB's Policy, originally adopted in March 2010 and revised initially in May 2012, to address certain business conduct standards applicable to and procedures required by providers of commodity fuel caps (counterparties) by legislation and related regulations commonly referred to as Dodd-Frank. As a result of ongoing implementation of Dodd-Frank and other changes in the regulatory environment affecting counterparties, counterparties have revised their policies, practices and procedures, including their policies concerning document provisions. Further revisions to the Policy are required to enable counterparties meeting the credit criteria in the Policy to bid on the JPB's commodity price caps, thereby maintaining a competitive bidding process.

Staff recommends updating the Policy with the following changes:

1. Counterparty Credit Criteria provisions relating to collateralization will be revised to require that the counterparty must collateralize the amount of its exposure in connection with the commodity price cap, by delivering collateral to the JPB in the form of either USD Cash or U.S. Treasuries, subject to a ratings-based threshold that declines with the counterparty's lowest rating at any time. However, if the counterparty is downgraded to or below "A3" by Moody's, to or below "A-" by S&P, or to or below "A-" by Fitch (or is not rated or is in default), then the counterparty must post collateral to secure the full amount of its exposure in connection with the commodity price cap, without any threshold.
2. Certain clarifying changes to the discussion of "Risks" will flow from the change to the Counterparty Credit Criteria.

The revised collateral requirement in the Policy reflects a change in fuel hedging documents that counterparties also will require to bid on the JPB's commodity price cap. The revised document provision will provide for "two way collateral," technically requiring both the JPB and the counterparty to collateralize exposure. This revised provision will not pose additional risk to the JPB because the JPB pays its commodity price cap premium upfront and therefore cannot generate any exposure under the cap that would need to be collateralized.

The revised Policy continues to include the following provisions providing protection to the JPB against counterparty risk: (a) the JPB is authorized only to enter into fuel hedge transactions in the form of a commodity price cap for a period limited to one fiscal year; and (b) the JPB retains the right to terminate the commodity price cap if a rating of the counterparty declines below BBB (or its equivalent).

In accordance with the Policy, staff has been working with the JPB's financial advisor to determine the interest of qualified counterparties in bidding on a commodity price cap, to develop a Request for Commodity Price Caps (the Request) and to verify that each counterparty expressing interest is prepared to bid based upon the agreed form of commodity price cap documents and, as applicable, amendments (such documents and amendments, being herein referred to as the Bid Documents) previously approved by the JPB, which are comprised of an ISDA Master Agreement, a Schedule to the Master Agreement, a Credit Support Annex and Dodd-Frank related documents for counterparties which have not provided commodity price caps to the JPB in prior years. In addition to the Bid Documents, a Confirmation (the Confirmation) setting forth the pricing and other economic terms will be prepared by the counterparty and executed after the winning bid is selected.

As staff and the JPB's Program advisor move through the process of updating Bid Documents to include new qualified counterparties and selecting one for the FY2015 Program, special counsel is necessary to ensure proper review and execution and/or filing of the necessary documents. Orrick served as counsel on the fuel hedge



transactions entered into over the past five fiscal years as well as bond counsel on the JPB's 2007 financing for Bombardier rail cars and brings a strong understanding of the JPB's history and requirements.

The primary goal for the FY 2015 Program is to reduce volatility and uncertainty in the fuel budget for FY 2015. Consistent with the Policy, staff has proposed that the JPB hedge 2.3 million gallons, which currently represents approximately 50 percent of its expected annual fuel consumption. In order to maximize the hedging program's potential for economic efficiency, the JPB will partner with San Mateo County Transit District, which is expected to hedge 1.2 million gallons, which currently represents approximately 65 percent of its expected annual fuel consumption.

Staff expects to return to the Board in May 2014 to obtain approval of the Bid Documents for the FY2015 Program. Staff also expects to return to the Board at the first meeting subsequent to bidding with a report on the results of the bid for the FY2015 Program and to return to the Board next year with an assessment of the FY2015 Program.

#### **BUDGET IMPACT**

Orrick will be providing services to both the JPB and the District. The total cost of Orrick's services will not exceed \$150,000 and are to be allocated to the JPB and the District based upon proportional shares.

#### **BACKGROUND**

Revision of the Policy will enable the JPB to expand the pool of counterparties and increase competition for its commodity price cap while maintaining the same risk level in the implementation of a Program with premium paid in advance for a fixed commodity price cap.

Prepared By: Aandy Ly, Senior Financial Analyst

650.508.6376

## Peninsula Corridor Joint Powers Board Fuel Hedging Policy

**Revised: April 3, 2014**

**Goal:** The primary goal for the JPB's fuel hedging program is to reduce volatility in the fuel budget.

**Mechanism:** There are several mechanisms available to hedge fuel in the market today including commodity price caps, futures contracts, commodity swaps and physical hedging. This policy authorizes a commodity price cap with a counterparty authorized to conduct business in the United States.

**Index:** The price that the JPB pays for fuel is based on the Oil Price Information Service (OPIS) index. With respect to the commodity price cap, the JPB will use an index that has a high historical positive correlation to the OPIS index. In addition, prior to entering into a transaction, staff will examine data from the prior five (5) years to measure the ongoing correlation. The index to be utilized in the commodity price cap is the Platt's Gulf Coast Ultra Low Sulfur Diesel (ULSD) index.

**Duration:** Each transaction will be effective for no more than 12 continuous months and will not extend beyond one fiscal year.

**Transaction Amount:** Each transaction will be implemented for no more than 75 percent of JPB's projected fuel usage for a fiscal year.

**Counterparty Credit Criteria:** As a condition for bidding, a counterparty or its guarantor (hereinafter referred to as a "counterparty") must be rated at least "A" (or any equivalent rating) by each of the nationally recognized statistical rating organizations (each, a "Rating Agency") then assigning a rating to the counterparty. After entering into a transaction with the JPB, the counterparty must collateralize the amount of its exposure in connection with the commodity price cap, by delivering collateral to the JPB in the form of either USD Cash or U.S. Treasuries, subject to a ratings-based threshold that declines with the counterparty's lowest rating at any time. However, if the counterparty is downgraded to or below "A3" by Moody's, to or below "A-" by S&P, or to or below "A-" by Fitch (or is not rated or is in default), then the counterparty must post collateral to secure the full amount of its exposure in connection with the commodity price cap, without any threshold. In addition, the JPB retains the right to terminate the commodity price cap with the counterparty if the counterparty's ratings are downgraded below "Baa2" by Moody's, below "BBB" by S&P, or below "BBB" by Fitch.

**Guaranty Requirements:** Any guaranty of the counterparty shall be irrevocable and unconditional and shall be in form and substance satisfactory to the JPB.

**Counterparty Selection Criteria:** It is the intent that a counterparty be rated at least "Aa3" or "AA-" by at least one Rating Agency as a condition for bidding. Notwithstanding the foregoing, in the event that JPB staff, with the advice of its fuel hedge program advisors, determines that it is necessary to maintain a competitive bidding process, expressions of interest and bids may be solicited from counterparties meeting the rating requirements specified above under "Counterparty Credit Criteria" and a counterparty rated at least "A" (or the equivalent) by each Rating Agency then assigning a rating to the counterparty may be selected.

**Conformance To Dodd-Frank:** It is the intent of the JPB to conform this policy to the requirements relating to legislation and regulations for over-the-counter derivatives transactions under the Wall Street Transparency and Accountability Act of 2010, as supplemented and amended from time to time (herein collectively referred to as "Dodd-Frank"), enacted in response to the financial markets crisis of 2008. Pursuant to such intent, it is the policy of the JPB that: (i) each fuel hedge program advisor engaged or to be engaged by the JPB will function as the designated qualified investment representative of the JPB, referred to in Dodd-Frank as the Designated QIR; (ii) each fuel hedge program advisor agrees to meet and meets the requirements specified in Commodity Futures Trading Commission Regulation 23.450(b)(1) or any successor regulation thereto (herein referred to as the "Representative Regulation"); (iii) each fuel hedge program advisor provide a written certification to the JPB to the effect that such fuel hedge program advisor agrees to meet and meets the requirements specified in the Representative Regulation; (iv) JPB staff monitor the performance of each fuel hedge program advisor consistent with the requirements specified in the Representative Regulation; (v) JPB staff exercise independent judgment in consultation with the JPB's fuel hedge program advisor or fuel hedge program advisors in evaluating all recommendations, if any, presented by any counterparty with respect to transactions authorized pursuant to this policy; and (vi) JPB staff rely on the advice of the JPB's fuel hedge program advisor or fuel hedge program advisors with respect to transactions authorized pursuant to this policy and do not rely on recommendations, if any, presented by any counterparty with respect to transactions authorized pursuant to this policy.

**Monitoring:** Monthly monitoring of the Gulf Coast ULSD average price must be calculated by, or under the direction of, JPB staff to ensure payments are received from the counterparty if and when due. Hedging

practices also should be monitored by JPB staff to ensure this policy remains up to date with current best practices, including, without limitation, practices relating to the provisions of Dodd-Frank.

**Board Approval:** Staff shall return to the Board annually to obtain approval to implement a fuel hedging program for the subsequent fiscal year or portion thereof and authorization for execution of documents necessary to implement such fuel hedging program.

**Reporting:** Annual reports will be presented to the Board in the form of an informational staff report, which will provide details concerning the terms of the commodity price cap and provide an assessment of the current year's program.

**Risks:** Some of the risks associated with a commodity price cap include:

**Counterparty Risk** – The risk that the counterparty fails to make required payments or otherwise perform pursuant to the terms of the agreement. This risk is mitigated by (i) requiring the counterparty or its guarantor to have at least an "A" rating (or its equivalent) from each Rating Agency then assigning a rating to a counterparty or its guarantor as a condition for bidding, (ii) requiring collateral as described above under "Counterparty Credit Criteria," (iii) limiting the term of the transaction to one fiscal year, (iv) providing for the right to terminate the transaction if the rating assigned by any Rating Agency then assigning a rating to a counterparty is at or below "BBB" (or its equivalent), and (iv) providing for monthly monitoring of counterparty rating.

**Termination Risk** – The risk that there will be a mandatory early termination of the transaction. This risk is mitigated in part by requiring the posting of collateral by the counterparty, as described above under "Counterparty Credit Criteria." The counterparty's collateral requirement is subject to a "sliding scale" based on its rating; as the counterparty's rating declines, its threshold of uncollateralized exposure declines, hence providing the JPB with enhanced protection.

**Basis Risk** – The risk that there is a mismatch between the commodity price cap rate and the amount actually paid for fuel. This risk is mitigated by selecting the Gulf Coast ULSD index, which is highly correlated to the rates the JPB pays for fuel. Mitigation is further enhanced by the staff's examination of five (5) years of data to confirm the strength of this correlation prior to execution of each transaction.

RESOLUTION NO. 2014-

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

\* \* \*

**AUTHORIZE REVISING THE FUEL HEDGING POLICY AND AUTHORIZING OTHER  
ACTIONS NECESSARY TO MAINTAIN A COMPETITIVE BIDDING PROCESS IN  
CONNECTION WITH THE FUEL HEDGING PROGRAM**

**WHEREAS**, the Peninsula Corridor Joint Powers Board (the JPB) adopted a Fuel Hedging Policy in March 2010, which was most recently revised in April 2013 (the Fuel Hedging Policy), which provides guidelines on fuel hedging transactions to ensure budget reliability; and

**WHEREAS**, in response to the financial markets crisis of 2008, various legislation has been adopted and various regulations have been enacted, commonly referred to as Dodd-Frank; and

**WHEREAS**, certain provisions of Dodd-Frank apply to fuel hedging transactions and are applicable to providers of commodity price caps (hereinafter referred to as counterparties); and

**WHEREAS**, as a result of changes in the regulatory environment, including as a result of the ongoing implementation of Dodd-Frank, counterparties have revised their policies, practices and procedures, which revisions are reflected in the forms of documents which counterparties generally require to enter into fuel hedging transactions, including commodity price caps; and

**WHEREAS**, it is necessary to further revise the Fuel Hedging Policy to harmonize the Fuel Hedging Policy with the changes in documentation which will be required to enable counterparties meeting the credit criteria specified in the Fuel Hedging Policy to bid on commodity price caps; and

**WHEREAS**, there has been prepared and made available to the governing body of the JPB a proposed form of revised Fuel Hedging Policy (hereinafter referred to as the Revised Policy); and

**WHEREAS**, to maintain a competitive bidding process, it is now necessary for the governing body of the JPB to approve the Revised Policy and to authorize the taking of such other actions as shall be necessary or advisable to maintain a competitive bidding process.

**NOW, THEREFORE, BE IT RESOLVED** by the governing body of the Peninsula Corridor Joint Powers Board as follows:

Section 1. **Approval of the Revised Fuel Hedging Policy.** The Revised Policy in such form as has been made available to the governing body of the JPB and attached hereto is hereby approved and adopted.

Section 2. **Authorization of Additional Actions by Authorized Officer.** All actions, including without limitation, all filings or registrations or adherence to industry protocols required in connection with the provisions of Dodd-Frank, which may be required in order to maintain a competitive bidding process, may be taken by the Executive Director of the JPB or the Deputy CEO, Finance and Administration of the JPB (each, an Authorized Officer) without further authorization or direction by the governing body of the JPB, and each Authorized Officer is hereby authorized and directed to take any such action which such Authorized Officer may deem necessary or desirable to further the purposes of this Resolution.

Section 3. **Severability of Invalid Provisions.** If any section, paragraph, clause or provision of this Resolution shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause or provision shall not affect any of the remaining provisions of this Resolution which shall continue in full force and effect.

Section 4. **Effective Date.** This Resolution shall take effect immediately upon its passage.

Regularly passed and adopted this 3<sup>rd</sup> day of April, 2014 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, Peninsula Corridor Joint Powers Board

ATTEST:

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JPB Secretary

RESOLUTION NO. 2014-

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

\* \* \*

**AUTHORIZING AWARD OF CONTRACT TO ORRICK, HERRINGTON & SUTCLIFFE LLP  
TO SERVE AS SPECIAL COUNSEL IN CONNECTION WITH THE  
FISCAL YEAR 2015 FUEL HEDGING PROGRAM**

**WHEREAS**, the Peninsula Corridor Joint Powers Board (JPB) currently purchases approximately four million gallons of diesel fuel each year to conduct train operations; and

**WHEREAS**, consistent with the fuel hedging policy adopted by the Board in March 2010 and most recently revised on the date hereof (the Policy), the JPB will shortly begin the process of selecting a counterparty meeting the requirements specified in the Policy for the Fiscal Year (FY) 2015 Fuel Hedging Program; and

**WHEREAS**, the JPB requires the services of special counsel to assist it in the process of implementing a fuel hedge for the FY2015 Fuel Hedging Program; and

**WHEREAS**, Orrick, Herrington & Sutcliffe, LLP, has served as the JPB's special counsel in prior years, including advising on FY2010's, FY2011's, FY2012's, FY2013's and FY2014's Fuel Hedging Program, and has substantial experience with public transit financial transactions.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the Executive Director to execute a contract in an amount not to exceed \$150,000 with Orrick, Herrington & Sutcliffe, LLP, to serve as special counsel to the JPB in connection with the proposed fuel hedge for FY2015, with the understanding that the not to exceed amount includes



services to be provided under a separate contract with the San Mateo County Transit District, which is expected to pay 30 percent of the total cost of the special counsel services.

Regularly passed and adopted this 3<sup>rd</sup> day of April, 2014 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, Peninsula Corridor Joint Powers Board

ATTEST:

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JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Board of Directors

THROUGH: Michael J. Scanlon  
Executive Director

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

SUBJECT: **CALL FOR A PUBLIC HEARING FOR PROPOSED CODIFIED TARIFF CHANGES**

**ACTION**

Staff Coordinating Council (SCC) recommends the Board schedule a public hearing at its June 5, 2014 Board meeting to consider possible changes to its Codified Tariff. Proposed changes to be considered include:

- Increasing the price of the Go Pass
- Increasing the cost of a paper ticket issued by the station ticket machine
- Expanding the age of a youth from 17 years to 18 years
- Authorizing the Executive Director to set market-based parking fees of up to \$25 at stations for events
- Other non-substantive clarifications

**SIGNIFICANCE**

Setting the public hearing will allow staff to schedule community meetings in the three counties to solicit input from customers and the general public on the proposed changes.

**BUDGET IMPACT**

Holding a public hearing will not impact the budget.

**BACKGROUND**

Staff regularly evaluates the agency's fare policies and prices to determine if they need to be adjusted to reflect market conditions.

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

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Board of Directors

THROUGH: Michael J. Scanlon  
Executive Director

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

SUBJECT: **CALTRAIN TRIENNIAL CUSTOMER SURVEY KEY FINDINGS**

**ACTION**

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

**SIGNIFICANCE**

Staff will present the key findings of the recent comprehensive Caltrain customer survey at the meeting.

Caltrain conducts a survey of its customers every three years with the following objectives:

- Determine trip characteristics, such as level of usage, trip purpose, access to/egress from the station and fare category
- Assess how well Caltrain is meeting their needs
- Determine the main reasons why customers ride Caltrain
- Provide current customer demographics

The information will be used to plan future customer communications and promotions.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

Caltrain retained the services of Corey, Canapary & Galanis (CC&G) Research of San Francisco through a competitive process. CC&G surveyed 4,721 customers in October 2013. The survey was administered in both English and Spanish.

**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**

Assembly Bill (AB) 2021 Construction Manager/General Contractor

Assembly Member Rich Gordon introduced AB 2021 on behalf of the San Mateo County Transit District (District). This bill will allow the District to continue to operate its existing labor compliance program when utilizing a Construction Management General Contractor project delivery approach. The bill passed out of the Assembly Committee on Transportation on March 24 and will be heard next in the Assembly Committee on Local Government.

Senate Bill (SB) 785 Design-Build Authority

Senator Lois Wolk amended SB 785 in an attempt to consolidate existing local and State design-build statutes and eliminate inconsistencies in statutory language by creating a uniform design-build contracting statute. The bill will apply to state agencies, counties, cities, water municipalities, and transit operators for public works projects. Caltrain supports this bill. No hearing has been scheduled yet.

Cap and Trade Funds

As part of the governor's Fiscal Year (FY) 2014-2015 State Budget, the Administration is proposing to allocate cap-and-trade revenues to a variety of different transportation needs. Caltrain supports increasing funding that regions would receive to implement Sustainable Communities Strategies required under SB 375. Caltrain also supports increasing investment proposed for a statewide rail modernization program to "fund capital improvements and operational investments that will modernize California's intercity, commuter, and urban rail systems." Caltrain supports the current proposal to allocate these funds through a competitive grant program. Some agencies are

assessing other methods of distribution including a formula approach and a project-specific allocation of funds.

#### Active Transportation Program Call for Projects

The California State Department of Transportation issued a call for projects for the State's Active Transportation Program, which was created by legislation passed last year to make State bicycle and pedestrian programs consistent with the consolidation of Federal funding in the Moving Ahead for Progress in the 21st Century Act (MAP-21).

\$360 million has been appropriated for the program and applications are due May 21. Transit agencies are eligible to apply for projects that achieve the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

#### **FEDERAL ISSUES**

##### American Public Transportation Association (APTA) Legislative Conference

Staff attended APTA's annual Legislative Conference along with Chair Tom Nolan and Director Jerry Deal. We participated in meetings with our legislative delegation, Administration officials and committee staff who will be instrumental in drafting FY2015 appropriations bills and the next surface transportation reauthorization bill.

These meetings provided a timely opportunity to join public transportation agencies around the country in advocating for funding levels included in the President's proposal for a FY2015 budget and a four-year transportation reauthorization proposal, which were released last month.

The proposal would invest:

- \$825 million in Positive Train Control on commuter rail lines
- \$1.3 billion in "high-performance rail" by developing new corridors and improving existing corridors
- \$1.25 billion in the TIGER multi-modal discretionary grant program
- \$13.9 billion in transit formula grants
- An 18.7 percent increase in overall transit funding (amount necessary to achieve a state of good repair)

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

## Peninsula Corridor Joint Powers Board State Legislative Matrix as of 3-25-14

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 25</a> <a href="#">Campos D</a>  Employment: social media.	SENATE 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was DESK. on 9/12/2013) (Correction)	<p>Existing law prohibits a private employer from requiring or requesting an employee or applicant for employment to disclose a username or password for the purpose of accessing personal social media, to access personal social media in the presence of the employer, or to divulge any personal social media. Existing law prohibits a private employer from discharging, disciplining, threatening to discharge or discipline, or otherwise retaliating against an employee or applicant for not complying with a request or demand that violates these provisions.</p> <p>This bill would apply the provisions described above to public employers, as defined. The bill would state that its provisions address a matter of statewide interest and apply to public employers generally, including charter cities and counties. <b>Last Amended on 5/1/201377</b></p>	
<a href="#">AB 26</a> <a href="#">Bonilla D</a>  Construction: prevailing wage and mechanics liens.	SENATE L. & I.R. 3/18/2014 - From committee chair, with author's amendments: Amend, and re-refer to Com. on L. & I.R. Read second time and amended.	<p>Existing law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages. Existing law generally defines "public works" to include construction, alteration, demolition, installation, or repair work done under contract and paid in whole or in part out of public funds. Existing law defines "construction" for these purposes to include work performed during the design and preconstruction phases of construction. Existing law makes a willful violation of laws relating to payment of prevailing wages on public works a misdemeanor.</p> <p>This bill would revise the definition of "construction" to also include work performed during the postconstruction phases of construction, including, but not limited to, all cleanup work at the jobsite. The bill would also expand the definition of "public works," for the purposes of requirements regarding the payment of prevailing wages, to also include any task relating to the collecting or sorting, or both, of refuse or recyclable metals, such as copper, steel, and aluminum, performed at a public works jobsite. By expanding the definition of a crime, this bill would impose a state-mandated local program.</p> <p>This bill contains other related provisions and other existing laws. <b>Last Amended on 3/18/2014</b></p>	
<a href="#">AB 194</a> <a href="#">Campos D</a>  Open meetings: actions for violations.	SENATE G. & F. 2/6/2014 - Referred to Com. on GOV. & F.	<p>The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act requires every agenda for a regular meeting or notice for a special meeting to provide an opportunity for members of the public to address the legislative body on items being considered by the legislative body, as specified. The act authorizes a district attorney or any interested party to seek a judicial determination that an action taken by a legislative body is null and void if the legislative body violated certain provisions of the act.</p> <p>This bill would expand the authorization for a district attorney or interested party to seek a judicial determination that an action taken by a legislative body is null and void if the legislative body violated the requirement that every agenda for a regular meeting or notice for a special meeting provide an opportunity for members of the public to address the legislative body on items being considered, as specified. <b>Last Amended on 1/27/2014</b></p>	Watch

## Peninsula Corridor Joint Powers Board State Legislative Matrix as of 3-25-14

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 229</a> <a href="#">John A. Pérez</a> D</p> <p>Local government: infrastructure and revitalization financing districts.</p>	<p>ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2013)</p>	<p>Existing law authorizes the creation by a city, county, or city and county of an infrastructure financing district, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to division of taxes and 2/3 voter approval. Existing law authorizes the legislative body to, by majority vote, initiate proceedings to issue bonds for the financing of district projects by adopting a resolution, subject to specified procedures and 2/3 voter approval. Existing law requires an infrastructure financing plan to include the date on which an infrastructure financing district will cease to exist, which may not be more than 30 years from the date on which the ordinance forming the district is adopted. Existing law prohibits a district from including any portion of a redevelopment project area. Existing law, the Polanco Redevelopment Act, authorizes a redevelopment agency to take any action that the agency determines is necessary and consistent with state and federal laws to remedy or remove a release of hazardous substances on, under, or from property within a project area, whether the agency owns that property or not, subject to specified conditions. Existing law also declares the intent of the Legislature that the areas of the district created be substantially undeveloped, and that the establishment of a district should not ordinarily lead to the removal of dwelling units.</p> <p>This bill would authorize the creation by a city, county, city and county, or joint powers authority of an infrastructure and revitalization financing district, as defined, and the issuance of debt with 2/3 voter approval. The bill would authorize the creation of a district for up to 40 years and the issuance of debt with a final maturity date of up to 30 years, as specified. The bill would authorize a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases. The bill would authorize the legislative body to dedicate any portion of its funds received from the Redevelopment Property Tax Trust Fund to the district, if specified criteria are met. The bill would authorize the formation of a district to finance a project or projects on a former military base, if specified conditions are met. This bill contains other related provisions. <b>Last Amended on 8/12/2013</b></p>	
<p><a href="#">AB 278</a> <a href="#">Gatto</a> D</p> <p>California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.</p>	<p>SENATE 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/4/2013)</p>	<p>The California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990.</p> <p>The state board is additionally required to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. This bill would require the state board, in promulgating regulations or other policies for purposes of the carbon intensity of fuels, to consider specified sustainability factors and the state of the fuel market and technologies. The bill would require the state board, no later than December 2014, to include mechanisms and policies that favor low-carbon fuels with the highest possible sustainability based on specified factors and to encourage incentives for sustainable fuels produced without food stock or displacement of food crops. <b>Last Amended on 9/3/2013</b></p>	

## Peninsula Corridor Joint Powers Board State Legislative Matrix as of 3-25-14

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 418</a> <a href="#">Mullin D</a>  Local government: special tax, assessment, or property-related fee.	ASSEMBLY L. GOV. 2/24/2014 - Re-referred to Com. on L. GOV. pursuant to Assembly Rule 77.2.  4/2/2014 1:30 p.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, ACHADJIAN, Chair	Existing law, until January 1, 2013, authorized the City/County Association of Governments of San Mateo County to impose a fee of up to \$4 on motor vehicles registered within San Mateo County for a program for the management of traffic congestion and stormwater pollution within that county.  This bill would authorize the City/County Association of Governments of San Mateo County, in accordance with specified provisions of the California Constitution, to impose a parcel tax or a property-related fee for the purpose of implementing stormwater management programs, as prescribed. This bill contains other related provisions. <b>Last Amended on 2/10/2014</b>	Watch
<a href="#">AB 453</a> <a href="#">Mullin D</a>  Sustainable communities.	SENATE 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/12/2013)	(1) The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, an initiative measure approved by the voters at the November 7, 2006, statewide general election, makes about \$5,400,000,000 in bond funds available for safe drinking water, water quality and supply, flood control, natural resource protection, and park improvements. Existing law establishes the Strategic Growth Council and appropriated \$500,000 from the funding provided by the initiative to the Natural Resources Agency to support the council and its activities. The council is required to manage and award grants and loans to a council of governments, metropolitan planning organization, regional transportation planning agency, city, county, or joint powers authority for the purpose of developing, adopting, and implementing a regional plan or other planning instrument to support the planning and development of sustainable communities.  This bill would make a local agency formation commission eligible for the award of financial assistance for those planning purposes. This bill contains other related provisions and other existing laws. <b>Last Amended on 7/3/2013</b>	
<a href="#">AB 515</a> <a href="#">Dickinson D</a>  Environmental quality: California Environmental Quality Act: writ of mandate.	SENATE E.Q. 3/17/2014 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E.Q.	The California Environmental Quality Act requires the court, if it finds that a public agency has violated the requirements of the act, to issue an order, in the form of a peremptory writ of mandate, specifying what actions by the public agency are necessary to comply with the requirements of the act.  This bill would require the peremptory writ of mandate to specify the time by which the public agency is to make an initial return of the peremptory writ of mandate containing specified information. Because a public agency would be required to file an initial return of the peremptory writ of mandate, this bill would impose a state-mandated local program. The bill would require the trial court, to the extent feasible, to issue a determination indicating whether the actions specified in the initial return and any subsequent return are adequate to comply with the peremptory writ of mandate within 30 days of the filing of the return. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/17/2014</b>	



## Peninsula Corridor Joint Powers Board State Legislative Matrix as of 3-25-14

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 543</a> <a href="#">Campos D</a>  California Environmental Quality Act: translation.	SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was E.Q. on 6/13/2013)	<p>Existing law, the California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report 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 lead agency to translate, as specified, certain notices required by the act and a summary of any negative declaration, mitigated negative declaration, or environmental impact report when a group of non- English-speaking people, as defined, comprises at least 25% of the population within the lead agency's jurisdiction and the project is proposed to be located at or near an area where the group of non-English-speaking people comprises at least 25% of the residents of that area. By requiring a lead agency to translate these notices and documents, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 5/24/2013</b></p>	
<a href="#">AB 616</a> <a href="#">Bocanegra D</a>  Local public employee organizations: dispute: factfinding panel.	SENATE 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/13/2013)	<p>Existing law requires the governing body of a local public agency, or those boards, commissions, administrative officers, or other representatives as may be properly designated by law or by a governing body, to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law authorizes an employee organization to request that the parties' differences be submitted to a factfinding panel not sooner than 30 days or more than 45 days following the appointment or selection of a mediator pursuant to the parties' agreement to mediate or a mediation process required by a public agency's local rules. Existing law authorizes an employee organization, if the dispute was not submitted to a mediation, to request that the parties' differences be submitted to a factfinding panel not later than 30 days following the date that either party provided the other with a written notice of a declaration of impasse.</p> <p>This bill would require that request to be in writing. The bill would provide that if either party disputes that a genuine impasse, as defined, has been reached, the issue of whether an impasse exists may be submitted to the Public Employment Relations Board for resolution before the dispute is submitted to a factfinding panel, as specified. The bill would also authorize each party to select a person to serve as its member of the factfinding panel. <b>Last Amended on 6/17/2013</b></p>	

## Peninsula Corridor Joint Powers Board State Legislative Matrix as of 3-25-14

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 935</a> <a href="#">Frazier D</a>  San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.	SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was T. & H. on 5/23/2013)	<p>Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the bay area region, as defined.</p> <p>This bill would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would require that one of the 3 members appointed by the Governor be a bona fide labor representative and that another member be a resident of the City and County of San Francisco selected from a list of 3 nominees provided by the San Francisco County Transportation Authority. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/25/2013</b></p>	Support
<a href="#">AB 1102</a> <a href="#">Allen R</a>  Beach burning: coastal development permit: South Coast Air Quality Management District.	SENATE E.Q. 2/6/2014 - Referred to Coms. on E.Q. and N.R. & W.	<p>Existing law establishes the South Coast Air Quality Management District, vested with the authority to regulate air emissions from statutory sources located in the South Coast Air Basin, and establishes a district board to govern the district.</p> <p>This bill, retroactive to March 1, 2014, would make inoperative an open burning rule that restricts the use or location of a beach fire ring adopted by the south coast district until a public agency with jurisdiction over the area obtains and implements an approved coastal development permit, as specified. The bill would require the public agency to take all necessary steps to ensure that a coastal development permit is obtained and require the coastal development permit be obtained and implemented no more than 2 years after the enactment of the open burning rule. This bill contains other related provisions and other existing laws. <b>Last Amended on 1/17/2014</b></p>	
<a href="#">AB 1501</a> <a href="#">Patterson R</a>  High-speed rail.	ASSEMBLY TRANS. 3/24/2014 - ASM. TRANS. Vote - Do pass and be re-referred to the Committee on Appropriations. (AYES 4. NOES 11.) (FAIL)	<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. The federal American Recovery and Reinvestment Act of 2009 (ARRA) and other federal acts provide funding for allocation nationally to high-speed rail projects. The Budget Act of 2012 appropriates federal funds, and state funds in the High-Speed Passenger Train Bond Fund, to the authority for various purposes related to the high-speed rail project, including right-of-way acquisition and construction.</p> <p>This bill would prohibit the authority from expending the federal funds appropriated to the authority pursuant to the Budget Act of 2012 unless state funds appropriated from the High-Speed Passenger Train Bond Fund or from another state funding source are immediately available to the authority for the purpose of providing matching state funds for the federal funds. This requirement would apply regardless of whether the federal government has authorized the expenditure of the federal funds without the immediate availability of the nonfederal match that is a condition for the award of the federal funds. The bill would also make legislative findings and declarations.</p> <p><b>Last Amended on 3/13/2014</b></p>	Pending

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1536</a> <a href="#">Olsen R</a></p> <p>Public transportation employees: strikes: prohibition.</p>	<p>ASSEMBLY P.E.,R. &amp; S.S. 2/14/2014 - Referred to Com. on P.E.,R. &amp; S.S.</p> <p>4/2/2014 10 a.m. - State Capitol, Room 444 ASSEMBLY PUBLIC EMPLOYEES, RETIREMENT AND SOCIAL SECURITY, BONTA, Chair</p>	<p>Existing law prescribes procedures governing disputes between exclusive bargaining representatives of public transportation employees and local agencies, and authorizes the Governor, when it appears a strike will significantly disrupt transportation services and endanger public health, safety, and welfare, to appoint a board to investigate issues in connection with these labor negotiations and make a report. Existing law prohibits a strike during the period of investigation and permits the Governor, upon receiving a report from a board of investigation, to request the Attorney General to petition a court to enjoin the strike, as specified.</p> <p>This bill would repeal those provisions that authorize the Governor to appoint a board to investigate when it appears a strike will significantly disrupt transportation services, prohibit a strike during the period of investigation, and that authorize the Governor to request the Attorney General to petition a court to enjoin the strike. The bill would instead prohibit a state or local public transportation employee or public transportation employee organization from engaging in, causing, instigating, encouraging, or condoning a strike. The bill would also provide that a person who, on behalf of a public transportation employer, exercises authority, supervision, or direction over a public transportation employee shall not have the power to, and shall not purport to, authorize, approve, condone, or consent to a strike by a public transportation employee. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1556</a> <a href="#">Perea D</a></p> <p>Unemployment insurance.</p>	<p>ASSEMBLY INS. 3/18/2014 - Re-referred to Com. on INS.</p> <p>4/2/2014 9 a.m. - State Capitol, Room 437 ASSEMBLY INSURANCE, PEREA, Chair</p>	<p>Existing unemployment insurance law requires all standard information employee pamphlets provided by the Employment Development Department concerning unemployment and disability insurance programs to be printed in English and separately in Spanish, or both.</p> <p>This bill would instead require those pamphlets to be printed in English and the 7 other most commonly used languages among participants in each program. This bill would require the Employment Development Department to make pages on its Internet Web site that provide information regarding applying for, and receiving, unemployment insurance benefits available in the 7 languages, other than English, most commonly used by unemployment insurance applicants and claimants. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/17/2014</b></p>	<p>Watch</p>
<p><a href="#">AB 1684</a> <a href="#">Chávez R</a></p> <p>Vehicles: maximum length.</p>	<p>ASSEMBLY PRINT 2/14/2014 - From printer. May be heard in committee March 16.</p>	<p>Existing law generally prohibits a vehicle from exceeding a length of 40 feet, and a combination of vehicles from exceeding a total length of 65 feet, with various specific exceptions, including a bus operated by a public agency or a passenger stage corporation, as defined, used in transit system service, other than a schoolbus, when the excess length is caused by a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles.</p> <p>This bill would make a technical, nonsubstantive change to that provision.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1720</a> <a href="#">Bloom D</a>  Vehicles: bus gross weight.	ASSEMBLY TRANS. 2/27/2014 - Referred to Com. on TRANS.	<p>Existing law generally prohibits a publicly owned or operated transit system from procuring a transit bus whose weight on any single axle exceeds 20,500 pounds. Existing law, until January 1, 2015, exempts from this prohibition a transit system that is procuring a new bus that is of the same or lesser weight than the bus it is replacing, or if it is incorporating a new fleet class into its inventory and its governing board makes certain findings.</p> <p>This bill would extend the operation of those exceptions until January 1, 2016.</p>	Watch
<a href="#">AB 1787</a> <a href="#">Lowenthal D</a>  Airports: commercial operations: lactation accommodation.	ASSEMBLY TRANS. 2/27/2014 - Referred to Com. on TRANS.	<p>Existing law requires every employer to provide a reasonable amount of break time to accommodate an employee who desires to express breast milk for the employee's infant child. Existing federal law requires employers to provide the employee with the use of a room, other than a bathroom, for the employee to express breast milk, as specified.</p> <p>This bill would require the airport manager of an airport that conducts commercial operations to provide the use of a room or other location, other than a toilet stall, at each airport terminal behind airport security screening for members of the public to express breast milk in private. This bill contains other related provisions and other existing laws.</p>	Pending
<a href="#">AB 2021</a> <a href="#">Gordon D</a>  San Mateo County Transit District.	ASSEMBLY L. GOV. 3/24/2014 - Do pass and be re-referred to the Committee on Local Government.	<p>Existing law creates the San Mateo County Transit District with various powers and duties relative to transportation projects and services in the County of San Mateo. Existing law authorizes the district to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within its jurisdiction, subject to certain conditions and requirements. Existing law requires the district to comply with certain prevailing wage requirements with respect to that contract method, which requirements are monitored and enforced by the Department of Industrial Relations, or alternatively to elect to enter into a collective bargaining agreement that binds all of the contractors performing work on the project and that includes a mechanism for resolving disputes about the payment of wages.</p> <p>This bill would additionally authorize the district to meet its obligations under this provision by continuing to operate an existing previously approved labor compliance program, subject to approval of the Department of Industrial Relations, as specified. <b>Last Amended on 3/17/2014</b></p>	Support

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2046</a> <a href="#">Gomez D</a>  Joint exercise of powers: financing.	ASSEMBLY L. GOV. 3/24/2014 - From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.  4/9/2014 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, ACHADJIAN, Chair	<p>The Joint Exercise of Powers Act authorizes the legislative or other governing bodies of 2 or more public agencies to jointly exercise by agreement any power common to the contracting parties, as specified, and authorizes a joint powers authority to exercise various powers, including, among others, the power to issue bonds, including bonds bearing interest, to pay the cost of any public capital improvement, working capital, or liability or other insurance program, as specified.</p> <p>This bill would authorize a joint powers authority to issue or cause to be issued bonds and enter into a loan agreement for the financing or refinancing of a project that is situated in another state, including working capital related to that project, if the project and its financing meets certain conditions. This bill contains other related provisions. <b>Last Amended on 3/24/2014</b></p>	Watch
<a href="#">AB 2170</a> <a href="#">Mullin D</a>  Joint powers authorities: common powers.	ASSEMBLY L. GOV. 3/6/2014 - Referred to Com. on L. GOV.  4/2/2014 1:30 p.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, ACHADJIAN, Chair	<p>Existing law provides that 2 or more public agencies, by agreement, may form a joint powers authority to exercise any power common to the contracting parties, as specified.</p> <p>This bill would provide that the parties to the agreement may exercise any power common to the contracting parties, including, but not limited to, the authority to levy a fee or tax, as specified.</p>	Watch
<a href="#">AB 2226</a> <a href="#">Morrell R</a>  Eminent domain: local public entities.	ASSEMBLY PRINT 2/21/2014 - From printer. May be heard in committee March 23.	<p>The California Constitution permits private property to be taken or damaged for public use only when just compensation is paid. The Eminent Domain Law prescribes how that constitutionally authorized power may be exercised and permits that exercise only for a public use. The law permits a local public entity to acquire by eminent domain property within its territorial limits only, except if the power to acquire property outside its limits is expressly granted by statute or necessarily implied.</p> <p>This bill would make a nonsubstantive, technical change to these provisions.</p>	Watch
<a href="#">AB 2262</a> <a href="#">Frazier D</a>  Private railroad car tax.	ASSEMBLY PRINT 2/24/2014 - Read first time.	<p>The California Constitution authorizes the Legislature to classify personal property for differential taxation or for exemption by means of a statute approved by a 2/3 vote of the membership of each house. Under the Private Railroad Car Tax Law, the State Board of Equalization assesses and taxes private railroad cars operated upon railroads in this state by class based on the owner's acquisition cost, less depreciation, as provided. In making an assessment, the board is required to determine the average number of each class of private railroad cars physically present in the state in the calendar year immediately preceding the fiscal year in which the tax is imposed upon the basis of car days.</p> <p>This bill would make a technical change to those provisions.</p>	Watch

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2445</a> <a href="#">Chau D</a></p> <p>Community colleges: transportation fees.</p>	<p>ASSEMBLY HIGHER ED. 3/10/2014 - Referred to Com. On HIGHER ED.</p> <p>4/1/2014 1:30 p.m. - State Capitol, Room 437 ASSEMBLY HIGHER EDUCATION, WILLIAMS, Chair</p>	<p>Existing law establishes the California Community Colleges under the administration of the Board of Governors of the California Community Colleges. Existing law authorizes the establishment of community college districts under the administration of community college governing boards, and authorizes these districts to provide instruction at community college campuses throughout the state. Existing law also authorizes the governing board of each district to impose various fees, including fees for parking and transportation services that are subject to specified limits. Existing law provides that a district is prohibited from entering into a contract for transportation services provided by a common carrier or a municipally owned transit system and funded by a fee for transportation services, unless a majority of the students of that district approve payment of the fee for that purpose within a specified time period.</p> <p>This bill would specify that a community college district is authorized to enter into a contract for the transportation services described above if a majority of the students of that district, or campus of that district, as appropriate, approve the payment of the fee within the same time period.</p>	<p>Watch</p>
<p><a href="#">AB 2471</a> <a href="#">Frazier D</a></p> <p>Public contracts: change orders.</p>	<p>ASSEMBLY A. &amp; A.R. 3/13/2014 - Referred to Com. on A. &amp; A.R.</p>	<p>Existing law contains various provisions relating to contracts by a public entity for the performance of public works of improvement, including provisions for the payment of progress payments and the disbursing and withholding of retention proceeds. Existing law, until January 1, 2016, prohibits progress payments upon state contracts from being made in excess of 100% of the percentage of actual work completed, and authorizes the Department of General Services to withhold not more than 5% of the contract price until final completion and acceptance of the project, except as specified.</p> <p>This bill would require a public entity, when authorized to order changes or additions in the work in a public works contract awarded to the lowest bidder, to issue a change order promptly, and in no event later than 30 days after the changes or additions are required. The bill would require, if this requirement is not met, the public entity to be liable to the original contractor for payment of the contractor's invoice for the change order or additional work. The bill would require prejudgment interest to accrue on any amount for which the public entity fails to issue a change order promptly or make a payment due pursuant to this bill.</p>	<p>Watch</p>
<p><a href="#">AB 2568</a> <a href="#">Bloom D</a></p> <p>Los Angeles County Metropolitan Transportation Authority.</p>	<p>ASSEMBLY L. GOV. 3/13/2014 - Referred to Com. on L. GOV.</p> <p>4/9/2014 Anticipated Hearing ASSEMBLY L. GOV., Not in daily file.</p>	<p>Existing law, the County Transportation Commissions Act, creates the Los Angeles County Metropolitan Transportation Authority and authorizes the authority to enter into contracts pertaining to transportation services. The act prohibits a member, alternate member, or employee of the authority who has participated as a decisionmaker in the preparation, evaluation, award, or implementation of a contract and who leaves the authority from accepting, within 3 years of leaving the authority, employment with any company, vendor, or business entity that was awarded a contract as a result of his or her participation, evaluation, award, or implementation of that contract.</p> <p>This bill would prohibit a chief executive officer hired on or after January 1, 2015, from accepting employment with any such company, vendor, or business entity within one year of leaving the authority.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2639</a> <a href="#">Lowenthal D</a>  State freight plan.	ASSEMBLY PRINT 2/24/2014 - Read first time.	<p>Existing law requires the Transportation Agency to prepare a state freight plan with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. Existing law requires the agency to establish a freight advisory committee with various responsibilities in that regard and requires that the initial state freight plan be submitted to the Legislature, the Governor, and certain state agencies by December 31, 2014, and updated every 5 years thereafter.</p> <p>This bill would make nonsubstantive changes to these provisions.</p>	Watch
<a href="#">AB 2650</a> <a href="#">Conway R</a>  Bonds: transportation.	ASSEMBLY TRANS. 3/17/2014 - Referred to Com. on TRANS.	<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. 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 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds 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 a majority of the voters.</p> <p>This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund projects in the State Transportation Improvement Program, the State Highway Operation and Protection Program, and the state's freight plan. The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide general election. This bill contains other related provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2651</a> <a href="#">Linder R</a>  Vehicle weight fees: transportation bond debt service.	ASSEMBLY TRANS. 3/17/2014 - Referred to Com. on TRANS.	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Account to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006.</p> <p>This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.</p>	Watch
<a href="#">AB 2690</a> <a href="#">Mullin D</a>  Driving under the influence.	ASSEMBLY PUB. S. 3/24/2014 - Re-referred to Com. on PUB. S.	<p>Existing law makes it a crime to operate a vehicle while under the influence of alcohol or drugs, and sets forth the penalties for a violation of these provisions. Existing law provides that a person who is guilty of driving under the influence or driving under the influence causing injury, is subject to enhanced penalties if the current offense occurred within 10 years of a prior conviction that was punished as a felony for driving under the influence, driving under the influence causing injury, or vehicular manslaughter with gross negligence.</p> <p>This bill would instead authorize those enhanced penalties for a current conviction for driving under the influence or driving under the influence causing injury that occurs within 10 years of a separate conviction that was punished as a felony for driving under the influence, driving under the influence causing injury, or vehicular manslaughter with gross negligence. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/20/2014</b></p>	Watch
<a href="#">AB 2707</a> <a href="#">Chau D</a>  Vehicles: length limitations: buses: bicycle transportation devices.	ASSEMBLY TRANS. 3/12/2014 - Re-referred to Com. on TRANS.	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or trolley and a bus, except a schoolbus, that is operated by a public agency or passenger stage corporation that is used in a transit system if it is equipped with a folding device attached to the front of the vehicle that is designed and used exclusively for transporting bicycles, does not materially affect efficiency or visibility of vehicle safety equipment, and does not extend more than 36 inches from the front of the body of the bus or trolley when fully deployed. In addition, existing law prohibits a bicycle that is transported on the above-described device from having the bicycle handlebars extend more than 42 inches from the front of the vehicle.</p> <p>This bill would authorize the Los Angeles County Metropolitan Transportation Authority to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles as long as those devices meet certain requirements, including, but not limited to, extending not more than 40 inches from the front of the bus when fully deployed, and that the handlebars of the bicycles being transported extend not more than 46 inches from the front of the bus. This bill contains other related provisions. <b>Last Amended on 3/11/2014</b></p>	Watch



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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2722</a> <a href="#">Ridley- Thomas D</a>  Los Angeles County Metropolitan Transportation Authority: contracting.	ASSEMBLY L. GOV. 3/17/2014 - Referred to Com. on L. GOV.	<p>Existing law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations.</p> <p>This bill would delete the restrictions, thereby authorizing LACMTA to expand small business contract preference provisions to these professional services contracts. The bill would provide similar preferences with respect to disabled veteran business enterprises, as defined. The bill would allow the preferences to be in an amount of up to 10% of the lowest responsible bidder. The bill would authorize LACMTA to establish a mandatory subcontracting participation goal for small business or disabled veteran business enterprises on contracts financed with nonfederal funds and to set additional guidelines for local preference purposes. The bill would authorize LACMTA to award certain contracts of specified values to small business or disabled veteran business enterprises if LACMTA obtains price quotations from 2 or more of those business, or to small businesses or disabled veteran business enterprises that are the lowest responsible bidder or best value proposer among those businesses, as specified. This bill contains other related provisions and other existing laws.</p>	Watch
<a href="#">ACA 8</a> <a href="#">Blumenfield D</a>  Local government financing: voter approval.	SENATE G. & F. 7/10/2013 - In committee: Hearing postponed by committee.	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district, as defined, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable.</p> <p>This bill contains other related provisions and other existing laws. <b>Last Amended on 4/4/2013</b></p>	
<a href="#">SB 1</a> <a href="#">Steinberg D</a>  Sustainable Communities Investment Authority.	SENATE 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/12/2013)	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies.</p> <p>This bill would authorize certain public entities of a Sustainable Communities Investment Area, as described, to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue, as defined, to the authority through its Sustainable Communities Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years. This bill contains other related provisions and other existing laws.  <b>Last Amended on 9/3/2013</b></p>	Support

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 11</a> <a href="#">Pavley D</a></p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>ASSEMBLY TRANS. 9/11/2013 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>(1) Existing law creates the enhanced fleet modernization program, administered by the Bureau of Automotive Repair in the Department of Consumer Affairs, to provide compensation for the retirement of passenger vehicles, and light-duty and medium-duty trucks that are high polluters. Existing law provides that under this program compensation for retired vehicles for a low-income motor vehicle owner, as defined, is \$1,500, and for all other motor vehicle owners, it is \$1,000. Existing law authorizes this compensation to be increased by the department based on various factors, including the emissions benefits of the vehicle's retirement.</p> <p>This bill would require the state board, in consultation with the bureau and no later than June 30, 2015, to update the guidelines for the enhanced fleet modernization program to include specified elements and to study and consider specified elements. The bill, in addition, would establish compensation for replacement vehicles for low-income vehicle owners at not less than \$2,500 and would make this compensation available to an owner in addition to the compensation for a retired vehicle. The bill also would instead authorize an increase in the compensation under these programs for either retired or replacement vehicles only for low-income motor vehicle owners as necessary to balance maximizing air quality benefits of the program while ensuring participation by low-income motor vehicle owners, as specified. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 9/6/2013</b></p>	<p>Support</p>
<p><a href="#">SB 33</a> <a href="#">Wolk D</a></p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2013)</p>	<p>(1) Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined.</p> <p>This bill would revise and recast the provisions governing infrastructure financing districts. The bill would eliminate the requirement of voter approval for creation of the district and for bond issuance, and would authorize the legislative body to create the district subject to specified procedures. The bill would instead authorize a newly created public financing authority, consisting of 5 members, 3 of whom are members of the city council or board of supervisors that established the district, and 2 of whom are members of the public, to adopt the infrastructure financing plan, subject to approval by the legislative body, and issue bonds by majority vote of the authority by resolution. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to nontaxing authority or powers only. The bill would authorize a district to finance specified actions and projects, and prohibit the district from providing financial assistance to a vehicle dealer or big box retailer, as defined. The bill would prohibit a district from financing any project or portion of a project within the boundaries of a former redevelopment agency until the successor agency to the former redevelopment agency has received a finding of completion. The bill would create a public accountability committee, as specified, to review the actions of the public financing authority. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 8/26/2013</b></p>	

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<a href="#">SB 263</a> <a href="#">Monning D</a>  Private employment: public transit employees.	ASSEMBLY RLS. 1/30/2014 - Re-referred to Com. on RLS.	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified.</p> <p>This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions. <b>Last Amended on 1/21/2014</b></p>	Watch
<a href="#">SB 469</a> <a href="#">Corbett D</a>  Vehicles: aerodynamic vehicles.	ASSEMBLY DESK 1/21/2014 - In Assembly. Read first time. Held at Desk.	<p>Existing law limits the length of vehicles and combinations of vehicles coupled together. Existing law permits door handles, hinges, cable cinchers, chain binders, aerodynamic devices, and holders for the display of placards warning of hazardous materials to extend 3 inches on each side of the vehicle. Under existing law, any extension or device used to increase the carrying capacity of a vehicle is generally included in measuring the length of a vehicle, subject to certain exceptions.</p> <p>This bill would also permit a tarping system, as defined, and all nonproperty carrying devices or components to extend 3 inches on each side of the vehicle, as specified. The bill would exclude an aerodynamic device, as defined, that extends no more than 5 feet beyond the rear of a vehicle from the calculation of a vehicle's length if the device meets specified conditions, including that the device does not obscure tail lamps, turn signals, marker lamps, identification lamps, or any other required safety devices. This bill contains other related provisions and other existing laws. <b>Last Amended on 1/6/2014</b></p>	Watch
<a href="#">SB 556</a> <a href="#">Corbett D</a>  Agency: ostensible: nongovernmental entities.	ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2013)	<p>Existing law specifies the authority of agents in dealing with 3rd persons. Existing law states when an agency is ostensible for purposes of determining the authority of an agent. Existing law prohibits unfair methods of competition and unfair or deceptive acts or practices undertaken by a person in a transaction intended to result or which results in the sale or lease of goods to any consumer.</p> <p>This bill would prohibit a person, firm, corporation, or association that is a nongovernmental entity and contracts to perform labor or services relating to public health or safety for a public entity from displaying on a vehicle or uniform a logo, as defined, that reasonably could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays a disclosure, as specified. <b>Last Amended on 9/4/2013</b></p>	Oppose

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 628</a> <a href="#">Beall D</a></p> <p>Infrastructure financing: transit priority projects.</p>	<p>SENATE 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was DESK. on 8/19/2013) (Correction)</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. Existing law requires a city or county that elects to participate in the program to amend, if necessary, its general plan, and any related specific plan, to authorize participating developers to build at an increased height of a minimum of 3 stories within the newly created infrastructure financing district. Existing law exempts from these provisions a city or county that has adopted specified language in its charter, or by ordinance or resolution. Under existing law, a transit priority project that meets specified criteria is designated as a sustainable communities project, and is thus exempt from certain environmental review requirements.</p> <p>This bill would eliminate the requirement of voter approval for the creation of an infrastructure financing district, the issuance of bonds, and the establishment or change of the appropriations limit with respect to a transit priority project. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit priority project to use at least 25% of the associated property tax increment revenues for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing available in the district and occupied by persons and families of moderate-, low-, very low, and extremely low income. The bill would require the district to implement these affordable housing provisions in accordance with specified provisions of the Community Redevelopment Law, to the extent not inconsistent with the provisions governing infrastructure financing districts. The bill would require the adoption of an ordinance that would require the replacement of designated low-income dwelling units, upon their removal from the district, within 2 years of their displacement. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit priority projects be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code. <b>Last Amended on 8/5/2013</b></p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 633</a> <a href="#">Pavley D</a> CEQA.</p>	<p>ASSEMBLY 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/6/2013)</p>	<p>The California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report, referred to as an 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 prescribes certain requirements for the review of draft EIRs, as specified. CEQA prohibits a lead agency or responsible agency from requiring a subsequent or supplemental EIR when an EIR has been prepared for a project pursuant to its provisions, unless one or more of specified events occurs, including, among other things, that new information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available. CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the office to review the guidelines once every 2 years and recommend proposed changes or amendments to the guidelines to the secretary. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and to exempt those classes of projects from CEQA. These are referred to as categorical exemptions.</p> <p>This bill would, for purposes of the new information exception to the prohibition on requiring a subsequent or supplemental EIR, specify that the exception applies if new information that becomes available was not known and could not have been known by the lead agency or any responsible agency at the time the EIR was certified as complete. The bill would authorize the office, by July 1, 2015, to draft and transmit to the secretary revisions to the guidelines to include as a categorical exemption projects involving minor temporary uses of land and public gatherings that have been determined not to have a significant effect on the environment. The bill would require the secretary, if the Office of Planning and Research transmits the revisions to the secretary, to certify and adopt the proposed revisions to the guidelines by January 1, 2016. Because a lead agency would be required to determine whether a project would fall within this categorical exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/6/2013</b></p>	
<p><a href="#">SB 648</a> <a href="#">Corbett D</a> Electronic cigarettes: restriction of use and advertising.</p>	<p>ASSEMBLY 2 YEAR 8/16/2013 - Failed Deadline pursuant to Rule 61(a)(10)(ASM). (Last location was G.O. on 8/5/2013)</p>	<p>Existing law defines an electronic cigarette as a device that can provide an inhalable dose of nicotine by delivering an inhalable solution. Existing law, to the extent not preempted by federal law, makes it unlawful for a person to sell or otherwise furnish an electronic cigarette to a person under 18 years of age.</p> <p>This bill would extend the above-referenced restrictions and prohibitions against the smoking of tobacco products to include electronic cigarettes. By including electronic cigarettes within the restricted and prohibited activity, this bill would change the definition of a crime with respect to certain facilities, thereby creating a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/5/2013</b></p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 674</a> <a href="#">Corbett D</a> California Environmental Quality Act: exemption: residential infill projects.	ASSEMBLY DESK 1/23/2014 - In Assembly. Read first time. Held at Desk.	<p>The California Environmental Quality Act, commonly referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report 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 instead exempt as "residential" a use consisting of residential units and primarily neighborhood-serving goods, services, or retail uses that do not exceed 25% of the total building square footage of the project. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 1/6/2014</b></p>	Watch

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 731</a> <a href="#">Steinberg D</a></p> <p>Environment: California Environmental Quality Act.</p>	<p>ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was L. GOV. on 9/11/2013)</p>	<p>The California Environmental Quality Act, or CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, or 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 requires the Office of Planning and Research to develop and prepare, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA by public agencies. 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. CEQA establishes time periods within which a person is required to bring a judicial action or proceeding to challenge a public agency's action taken pursuant to CEQA.</p> <p>This bill would provide that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project, as defined, on an infill site, as defined, within a transit priority area, as defined, shall not be considered significant impacts on the environment. The bill would require the office to prepare and submit to the Secretary of the Natural Resources Agency, and the secretary to certify and adopt, revisions to the guidelines for the implementation of CEQA establishing thresholds of significance for noise and transportation impacts of projects within transit priority areas. The bill would require the office, on or before July 1, 2015, to prepare, develop, and transmit to the secretary recommended proposed changes or amendments to the guidelines establishing criteria for a lead agency to assess the need for translating specified notices into non-English languages and requirements for the posting of those notices in non- English languages. Because the bill would require the development of guidelines that would require a lead agency to translate notices into non-English languages and to post those translated notices, this bill would impose a state-mandated local program. The bill would require the office to produce a report on economic displacement and would require the office to publicly circulate a draft of the report. The bill would require the lead agency, in making specified findings, to make those findings available to the public at least 10 days prior to the adoption of the findings and to provide specified notice of the availability of the findings for public review. Because the bill would require the lead agency to make the draft finding available for public review and to provide specified notices to the public, this bill would impose a state-mandated local program. The bill would require the lead agency, at the request of a project applicant for specified projects, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs, or other environmental documents for specified projects. 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. The bill would authorize the tolling of the time period in which a person is required to bring a judicial action or proceeding challenging a public agency's action taken pursuant to CEQA through a tolling agreement that does not exceed 4 years. The bill would authorize the extension of the tolling agreement. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/9/2013</b></p>	<p>Watch Closely</p>

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 785</a> <a href="#">Wolk D</a>  Design-build.	ASSEMBLY DESK 1/27/2014 - In Assembly. Read first time. Held at Desk.	<p>Existing law authorizes the Department of General Services, the Department of Corrections and Rehabilitation, and various local agencies to use the design-build procurement process for specified public works under different laws.</p> <p>This bill would repeal those authorizations, and enact provisions that would authorize the Department of General Services, the Department of Corrections and Rehabilitation, and those local agencies, as defined, to use the design-build procurement process for specified public works. The bill would authorize the Marin Healthcare District to use the design-build process when contracting for the construction of a building and improvements directly related to a hospital or health facility building at the Marin General Hospital. The bill would require moneys that are collected under these provisions to be deposited into the State Public Works Enforcement Fund, subject to appropriation by the Legislature. The bill would require specified information to be verified under penalty of perjury. By expanding the crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 1/14/2014</b></p>	Support
<a href="#">SB 792</a> <a href="#">DeSaulnier D</a>  Regional entities: San Francisco Bay Area.	ASSEMBLY DESK 1/28/2014 - In Assembly. Read first time. Held at Desk.	<p>Existing law creates the Metropolitan Transportation Commission, the Bay Area Toll Authority, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission, with various powers and duties relative to all or a portion of the 9-county San Francisco Bay Area region with respect to transportation, air quality, and environmental planning, as specified. Another regional entity, the Association of Bay Area Governments, is created under existing law as a joint powers agency comprised of cities and counties with regional planning responsibilities. Existing law provides for a joint policy committee of certain member agencies in this 9-county area to collaborate on regional coordination. Existing law requires regional transportation planning agencies, as part of the regional transportation plan in urban areas, to develop a sustainable communities strategy, coordinating transportation, land use, and air quality planning, with specified objectives.</p> <p>This bill would require the member agencies of the joint policy committee to prepare a plan for consolidating certain functions that are common to the member agencies. The bill would require the plan to also include a statement relative to the expected reduction of overhead, operation, and management costs. The bill would require a member agency affected by the plan to submit a copy of the plan to its board on or before December 31, 2015, and would require the member agencies to report to the Senate Committee on Transportation and Housing on the adoption and implementation of the plan on or before December 31, 2016. The bill would also require the joint policy committee to maintain an Internet Web site containing information relevant to the committee's activities and to appoint an advisory committee on economic competitiveness with specified members from the business community and other organizations to adopt goals and policies related to the inclusion of economic development opportunities in the sustainable communities strategy. This bill contains other related provisions and other existing laws. <b>Last Amended on 1/27/2014</b></p>	



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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 900</a> <a href="#">Hill D</a></p> <p>Public utilities: safety.</p>	<p>SENATE E. U., &amp; C. 3/7/2014 - Set for hearing April 1.</p> <p>4/1/2014 9:30 a.m. - Room 3191 SENATE ENERGY, UTILITIES AND COMMUNICATIONS, PADILLA, Chair</p>	<p>Under existing law, the Public Utilities Commission has regulatory authority over public utilities, as defined. Existing law authorizes the commission to fix the rates and charges for every public utility and authorizes the commission to establish rules for all public utilities, subject to control by the Legislature. If the commission finds after a hearing that the rules, practices, equipment, appliances, facilities, or service of any public utility, or the methods of manufacture, distribution, transmission, storage, or supply employed by the public utility, are unjust, unreasonable, unsafe, improper, inadequate, or insufficient, the Public Utilities Act requires that the commission determine and, by order or rule, fix the rules, practices, equipment, appliances, facilities, service, or methods to be observed, furnished, constructed, enforced, or employed.</p> <p>This bill would require the commission to develop safety risk management procedures for use in quasi-legislative proceedings to assist the commission in determining whether or not a proposed policy or rule change will affect safety. The bill would require that the safety risk management procedures ensure the sufficient development of the evidentiary record to support findings with regard to the incremental effect on safety of the proposed policy or rule changes made in quasi-legislative proceedings. The bill would require the commission to implement the safety risk management procedures by October 1, 2015. The bill would additionally require the commission to develop formal procedures to consider safety in a general rate case application by an electrical corporation or gas corporation, including a separate rate case application that considers a subset of the corporation's revenues, expenses, and investments in plant and equipment to establish an approved revenue requirement.</p>	<p>Watch</p>
<p><a href="#">SB 901</a> <a href="#">Vidak R</a></p> <p>High-speed rail: funding.</p>	<p>SENATE T. &amp; H. 2/6/2014 - Referred to Coms. on T. &amp; H. and GOV. &amp; F.</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. 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, statewide general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related rail purposes.</p> <p>This bill, subject to voter approval, would amend the bond act to provide that no further bonds shall be sold for high-speed rail and related rail purposes, and would also explicitly authorize the net proceeds received from outstanding bonds issued and sold prior to the effective date of these provisions, upon appropriation, to be redirected from those high-speed rail purposes to retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill would direct the Secretary of State to submit these provisions to the voters on the ballot of the November 4, 2014, statewide general election. This bill contains other related provisions.</p>	<p>Pending</p>

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 902</a> <a href="#">Vidak R</a>  High-speed rail: eminent domain.	SENATE T. & H. 2/6/2014 - Referred to Coms. on T. & H. and JUD.	<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 train system. Existing law authorizes the authority to acquire rights-of-way through purchase or eminent domain. Existing law sets forth the process for acquisition of property by eminent domain, including a requirement for adoption of a resolution of necessity. Before adopting a resolution of necessity, existing law requires a public entity to determine the fair market value of the property to be acquired and to offer that amount to the owner of the property.</p> <p>This bill would prohibit the authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the property, and the anticipated time of receipt of those funds, and declares that the authority, or the board, has offered to purchase the property at not less than the fair market value or the amount necessary to discharge the liens against the property, as described, whichever is greater. The bill would require the authority or the board to be responsible for compliance with any environmental protection laws or regulations that are applicable to the property it acquires pursuant to eminent domain. This bill contains other related provisions.</p>	Pending
<a href="#">SB 903</a> <a href="#">Vidak R</a>  High-speed rail: property tax revenues.	SENATE T. & H. 2/6/2014 - Referred to Com. on T. & H.	<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 train system, including the power to acquire rights-of-way through purchase or eminent domain. Existing law, 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 purposes, creates the High-Speed Passenger Train Bond Fund, and requires that moneys in the fund be made available to the authority for expenditures, among other things, related to the acquisition of interests in real property and rights-of-way and the development and construction of the high-speed rail system.</p> <p>This bill would require the authority, with respect to real property acquired by it and from moneys available for expenditure by it from the fund, to annually pay to the county in which the real property is located an amount equal to the property tax equivalent, as defined. This bill contains other related provisions.</p>	Pending
<a href="#">SB 904</a> <a href="#">Vidak R</a>  High-speed rail: private property: owner consent.	SENATE T. & H. 2/6/2014 - Referred to Coms. on T. & H. and JUD.	<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 train system. Existing law, for any project along the high-speed rail network, authorizes the authority to contract with the Department of Transportation to perform specified project design services, including construction inspection services.</p> <p>This bill would require the authority to require any employee of the authority, or any employee working for a public or private entity that has contracted with the authority, prior to entering onto any privately-owned property, to identify himself or herself to the property owner and obtain the consent of the property owner, as specified. This bill contains other related provisions.</p>	Pending

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 917</a> <a href="#">Gaines R</a>  Health care coverage: provider information.	SENATE HEALTH 3/19/2014 - Re-referred to Com. on HEALTH.	<p>Existing law, the Knox-Keene Health Care Service Plan Act of 1975, provides for the licensure and regulation of health care service plans by the Department of Managed Health Care and makes a willful violation of the act a crime. Existing law also provides for the regulation of health insurers by the Department of Insurance. Existing law, with some exceptions, requires a health care service plan or disability insurer, as defined, to, on or before July 1, 2001, include a specified statement at the beginning of each provider directory.</p> <p>This bill would additionally require health care service plans and disability insurers to include a statement that states, among other things, that the information in the directory is subject to change. The bill would also make other conforming and technical changes. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/6/2014</b></p>	Watch
<a href="#">SB 969</a> <a href="#">DeSaulnier D</a>  Public works.	SENATE T. & H. 2/20/2014 - Referred to Com. on T. & H.	<p>Existing law generally defines "public work" as construction, alteration, demolition, installation, or repair work done under contract and paid for in whole or in part out of public funds; work done for irrigation, utility, reclamation, and improvement districts, and other districts of this type; street, sewer, or other improvement work done under the direction and supervision or by the authority of any officer or public body of the state or of any political subdivision or district thereof, and public transportation demonstration projects, as specified. Existing law, the Public Works Project Peer Review Act of 2013, authorizes a public agency principally tasked with administering, planning, developing, and operating a public works project to establish a peer review group, as defined. If a peer review group is established, existing law requires the administering agency to draft a charter, published on the agency's Internet Web site, related to the duties of the peer review group.</p> <p>This bill would authorize these provisions, instead, to be known and cited as the Public Works Project Overview Improvement Act. The bill would define a "megaproject" as a transportation project with total estimated development and construction costs exceeding \$1,000,000,000. The bill would require the agency administering a megaproject to establish a peer review group and to take specified actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves for potential claims and unknown risks. Because this bill would require local agencies to perform additional duties, the bill would impose a state- mandated local program. This bill contains other related provisions and other existing laws.</p>	Watch

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 990</a> <a href="#">Vidak R</a></p> <p>Transportation funds: disadvantaged small communities.</p>	<p>SENATE T. &amp; H. 2/20/2014 - Referred to Com. on T. &amp; H.</p>	<p>Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75% of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program.</p> <p>This bill would require each regional transportation improvement program to program 5% of funds available for regional improvement projects to disadvantaged small communities, as defined. In programming these moneys, the bill would require regional transportation agencies and county transportation commissions to prioritize funding congestion relief and safety needs. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 1064</a> <a href="#">Hill D</a></p> <p>Public Utilities Commission: railroads: natural gas pipelines: safety.</p>	<p>SENATE E. U., &amp; C. 3/24/2014 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E., U., &amp; C.</p> <p>4/1/2014 9:30 a.m. - Room 3191 SENATE ENERGY, UTILITIES AND COMMUNICATIONS, PADILLA, Chair</p>	<p>Existing law provides that the Public Utilities Commission has certain responsibilities for the inspection, surveillance, and investigation of the rights-of-way, facilities, equipment, and operations of railroads, including public mass transit guideways, and for enforcement of state and federal laws, regulations, orders, and directives relative to railroad safety.</p> <p>This bill would enact similar provisions applicable to NTSB safety recommendations and Federal Transit Administration (FTA) safety advisories concerning railroads. With respect to natural gas pipelines, if the commission receives a correspondence from the NTSB that indicates that a recommendation of the NTSB has been closed following an action that the NTSB finds unacceptable, the bill would require this fact to be noted in the annual report submitted to the Legislature. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/24/2014</b></p>	
<p><a href="#">SB 1077</a> <a href="#">DeSaulnier D</a></p> <p>Vehicles: vehicle- miles-traveled charges.</p>	<p>SENATE T. &amp; H. 3/6/2014 - Set for hearing April 22.</p> <p>4/22/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair</p>	<p>Existing law establishes the Department of Motor Vehicles and provides for its general powers and duties, including, among other things, the registration of vehicles, the licensing of drivers, and the regulation of vehicles generally.</p> <p>This bill would require the Department of Motor Vehicles to develop and implement, by July 1, 2015, a pilot program designed to assess specified issues related to implementing a vehicle-miles-traveled fee in California. The bill would also require the department to prepare and submit a specified report of its findings to the policy and fiscal committees of the Legislature no later than June 30, 2016. The bill would provide that these provisions would be repealed on January 1, 2018.</p>	Watch

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1134</a> <a href="#">Knight</a> R</p> <p>Vehicles: public transit buses: illuminated signs.</p>	<p>SENATE T. &amp; H. 3/6/2014 - Referred to Com. on T. &amp; H.</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 require the Antelope Valley Transit Authority on or before March 1, 2015, if it elects to implement the pilot program authorized by the bill, to determine whether the City of Santa Monica has at least one transit bus equipped with illuminated signs that is operational pursuant to the pilot program authorized under existing law. If the Antelope Valley Transit Authority determines that the City of Santa Monica does have such a transit bus, the bill would prohibit the Antelope Valley Transit Authority from implementing the bill's pilot program. If the Antelope Valley Transit Authority determines that the City of Santa Monica does not have such a bus, the Antelope Valley Transit Authority would be authorized to implement the bill's pilot program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 1145</a> <a href="#">Corbett</a> D</p> <p>Railroad crossings: quiet zones.</p>	<p>SENATE RLS. 3/6/2014 - Referred to Com. on RLS.</p>	<p>Existing law generally requires a railroad to provide for the sounding of a horn or other similar device when a train will be entering a highway grade crossing, except in areas where a quiet zone has been established consistent with the requirements of federal regulations.</p> <p>This bill would state the intent of the Legislature to enact legislation to facilitate the process of establishing local safety enhancements at railroad crossings necessary for the approval of quiet zones.</p>	<p>Watch</p>
<p><a href="#">SB 1156</a> <a href="#">Steinberg</a> D</p> <p>California Carbon Tax Law of 2014.</p>	<p>SENATE G. &amp; F. 3/21/2014 - Set for hearing April 9.</p> <p>4/9/2014 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, WOLK, Chair</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 the use of market-based compliance mechanisms.</p> <p>This bill, effective January 1, 2015, would impose a carbon tax of an unspecified amount per ton of carbon-dioxide-equivalent emissions on suppliers of fossil fuels. The bill would require the State Board of Equalization to administer and implement the carbon tax, and would require revenues from the tax to be deposited in the Carbon Tax Revenue Special Fund in the State Treasury. The bill would exempt suppliers of fossil fuels subject to the tax from regulations imposed by the State Air Resources Board under the California Global Warming Solutions Act of 2006 relative to the compliance obligation in the second compliance period under which suppliers of specified fuels are required to obtain allowances for carbon-dioxide-equivalent emissions under the cap-and-trade program adopted by the State Air Resources Board. The bill would state the intent of the Legislature that revenues from the carbon tax be rebated to taxpayers, particularly low- and medium-income taxpayers, of other taxes, and for implementation of the carbon tax to be revenue neutral. This bill contains other related provisions.</p>	<p>Pending</p>

## Peninsula Corridor Joint Powers Board State Legislative Matrix as of 3-25-14

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1204</a> <a href="#">Lara D</a></p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>SENATE T. &amp; H. 3/24/2014 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; H.</p> <p>4/1/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, commonly known as cap and trade revenues, to be deposited in the Greenhouse Gas Reduction Fund, and to be used, upon appropriation by the Legislature, for specified purposes.</p> <p>This bill would create the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, to be funded from cap and trade revenues, to fund zero- and near-zero emission truck, bus, and off-road vehicle and equipment technology and related projects, as specified, with preference to be given to projects in disadvantaged communities. The program would be administered by the state board, in conjunction with the State Energy Resources Conservation and Development Commission. <b>Last Amended on 3/24/2014</b></p>	<p>Watch</p>
<p><a href="#">SB 1350</a> <a href="#">Lara D</a></p> <p>Baby diaper changing accommodations.</p>	<p>SENATE T. &amp; H. 3/20/2014 - Set for hearing April 29.</p> <p>4/29/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair</p>	<p>Existing law requires publicly and privately owned facilities where the public congregates to be equipped with sufficient restrooms to meet the need of the public at peak hours.</p> <p>This bill would require any place of public accommodation that provides restroom facilities for the public and installs new, or substantially renovated facilities, as defined, to install and maintain at least one baby diaper changing accommodation that is accessible to women and one that is accessible to men, or one that is accessible to both. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 1433</a> <a href="#">Hill D</a></p> <p>Local Agency Public Construction Act: transit design- build contracts.</p>	<p>SENATE T. &amp; H. 3/17/2014 - Referred to Com. on T. &amp; H.</p>	<p>Existing law authorizes a transit operator to enter into a design-build contract, as specified. Existing law defines a "transit operator" as a transit district, included transit district, municipal operator, included municipal operator, or transit development board, a consolidated agency, or any joint powers authority formed to provide transit service. Existing law establishes conditions for the selection of the design-build entity relating to the dollar amounts of the contracts. Existing law requires a transit operator, as defined, awarding a contract for a public works project pursuant to these provisions, to reimburse the Department of Industrial Relations for costs of performing prevailing wage monitoring and enforcement of the public works project and would require moneys collected to be deposited into the State Public Works Enforcement Fund, a continuously appropriated fund. Existing law repeals these provisions on January 1, 2015.</p> <p>This bill would include in the definition of "transit operator" any other local or regional agency responsible for the construction of transit projects, thereby extending the design-build procurement authorization. The bill would eliminate the requirement that the project cost exceed a specified amount. The bill would delete the repeal date, thus extending the operation of these provisions indefinitely. This bill contains other related provisions and other existing laws.</p>	

**Peninsula Corridor Joint Powers Board  
State Legislative Matrix as of 3-25-14**

Bill ID/Topic	Location	Summary	Position
<a href="#">SCA 4</a> <a href="#">Liu D</a>  Local government transportation projects: special taxes: voter approval.	SENATE APPR. 8/29/2013 - Re-referred to Com. on APPR.	<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, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. The measure would also make conforming and technical, nonsubstantive changes. <b>Last Amended on 8/28/2013</b></p>	Support
<a href="#">SCA 8</a> <a href="#">Corbett D</a>  Transportation projects: special taxes: voter approval.	SENATE APPR. 8/29/2013 - Re-referred to Com. on APPR.	<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 transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. The measure would also make conforming and technical, nonsubstantive changes. <b>Last Amended on 5/21/2013</b></p>	Support
<a href="#">SCA 9</a> <a href="#">Corbett D</a>  Local government: economic development: special taxes: voter approval.	SENATE APPR. 6/27/2013 - Re-referred to Com. on APPR.	<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 community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition , if the proposition proposing the tax contains specified requirements . The measure would also make conforming and technical, nonsubstantive changes. <b>Last Amended on 5/21/2013</b></p>	
<a href="#">SCA 11</a> <a href="#">Hancock D</a>  Local government: special taxes: voter approval.	SENATE APPR. 6/27/2013 - Re-referred to Com. on APPR.	<p>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, and prohibits a local government from imposing an ad valorem tax on real property or a transactions tax or sales tax on the sale of real property.</p> <p>This measure would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes. <b>Last Amended on 5/21/2013</b></p>	Support