



AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

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

May 1, 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 April 3, 2014 MOTION
5. Chairperson’s Report
 - a) Appointment of Jerry Deal to the Transbay Joint Powers Authority MOTION
6. Report of the Citizens Advisory Committee
7. Report of the Executive Director
8. Acceptance of Statement of Revenues and Expenses for March 2014 MOTION
9. Caltrain Triennial Customer Survey Key Findings INFORMATIONAL
10. Preliminary Fiscal Year 2015 Operating Budget INFORMATIONAL
11. Preliminary Fiscal Year 2015 Capital Budget INFORMATIONAL
12. Authorize Implementation of the Fuel Hedging Program for the Fiscal Year Ending June 30, 2015, Including Approval of Request for Bids and Forms of Documents, and Authorize Execution and Delivery of Documents, Selection of Winning Bidder and Payment of Commodity Price Cap Premium for Such Program RESOLUTION
13. Authorize Entering into Cooperative Agreements with the Capital Corridor Joint Powers Authority to Provide Funding for Two Caltrain Capital Projects RESOLUTION

Peninsula Corridor Joint Powers Board
May 1, 2014 Agenda

14. Legislative Update

INFORMATIONAL

15. Correspondence

16. Board Member Requests

17. Date/Time of Next Meeting: Thursday, June 5, 2014, 10 a.m. at
San Mateo County Transit District Administrative Building,
Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue,
San Carlos, CA 94070

18. 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

19. Adjourn

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

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

Minutes
April 3, 2014

MEMBERS PRESENT: M. Cohen, J. Deal, A. Kalra, T. Nolan (Chair), A. Tissier,
P. Woodward, K. Yeager

MEMBERS ABSENT: J. Cisneros

STAFF PRESENT: J. Averill, J. Cassman, C. Cavitt, A. Chan, G. Harrington,
C. Harvey, R. Haskin, M. Lee, M. Martinez, N. McKenna,
D. Miller, 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

Paul Jones, Atherton, said he is concerned with the decision to proceed with electrifying Caltrain with full knowledge there will need to be changes after the project is completed. He said the Draft Environmental Impact Report (DEIR) states service will be restored to Broadway and Atherton stations and in order to do that the hold-out rule needs to be eliminated for those stations. Mr. Jones said when the blended plan is done with California High Speed Rail Authority (CHSRA) there will be extensive changes, particularly if bypass tracks are introduced. He said this is not free Federal money that is being spent, but General Obligation Bonds of the State of California that have to be repaid by everyone. Mr. Jones said to proceed without careful planning of the complete project is a waste of public funds.

Roland Lebrun, San Jose, said there is an issue with trains going to Tamien Station. Trains should turn south at Tamien and not at the Diridon Station. He said there are many riders south of Diridon who need service.

Doug DeLong, Mountain View, said the new San Bruno Station is very nice. He congratulated the project team on their work.

Jim Whittemore, San Mateo, said on March 13 he was on Train 237, which encountered many issues on its arrival into San Francisco. He commended train staff for the excellent communication during the delays. Mr. Whittemore said the trains are wearing out and need to be replaced.

Shirley Johnson, San Francisco Bicycle Coalition (SFBC), said there is a lot of correspondence from bicyclists who were bumped. She said she is very excited for the new cars and hope the sixth car can be a bike car. She asked if white lines could be painted in the bike cars to show the aisle width, and if five bikes could be allowed per rack, since there are five bungee cords per rack.

CONSENT CALENDAR

- 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

A motion (Woodward/Deal) to approve the Consent Calendar was passed unanimously by roll call.

CHAIRPERSON'S REPORT

Appointment of Greg Scharff to the Citizens Advisory Committee (CAC) Representing Santa Clara County

Director Ken Yeager said the Santa Clara County members recommend Greg Scharff to the CAC for a term that will expire June 30, 2017, replacing Bruce Jenkins who resigned in January.

A motion (Yeager/Deal) to appoint Mr. Scharff to the CAC was passed unanimously.

Resolution of Appreciation to Retired Director Art Lloyd

Chair Nolan said Director Art Lloyd was on the SamTrans Board for 26 years and on the JPB for 21 years. Chair Nolan said Director Lloyd has always done everything with grace and passion.

Director Adrienne Tissier said she served on both Boards with Director Lloyd and said it has been a true pleasure working and serving with him.

Director Jerry Deal said Director Lloyd is not only a knowledgeable person, but a caring person.

Public Comment

Jim Bigelow, Redwood City/San Mateo County/Menlo Park Chamber of Commerce, said he has known Director Lloyd for many years and his knowledge of rail is incredible. He thanked Director Lloyd on behalf of all the employees of San Mateo County. Mr. Bigelow said people can see Director Lloyd in his younger years on the History Channel.

Jeff Carter, Millbrae, said he sends his deepest appreciation to Director Lloyd. He said he has known Director Lloyd since the 1970s. Mr. Carter said Director Lloyd has more knowledge than anyone in the rail industry.

Rod Diridon, Santa Clara, said Director Lloyd is recognized nationally and is the past chair and leader of the National Association of Railroad Passengers. He said Director Lloyd was involved in the early transportation alternative project before Caltrain.

Jim Lawson, Santa Clara Valley Transportation Authority (VTA), said he was the chair of the JPB in the 1990s when he met Director Lloyd. Mr. Lawson said he learned a great deal from Director Lloyd and congratulated him on behalf of the VTA for his years of service.

Adina Levin, Friends of Caltrain, said she met Director Lloyd when service was going to be cut, and he worked with the community and Friends of Caltrain. She said it is very humbling to be in his presence with his knowledge and history of the railroad.

Doug DeLong, Mountain View, said Director Lloyd's kindness is unbelievable.

A motion (Tissier/Woodward) to approve the Resolution of Appreciation to retired Director Lloyd was passed unanimously by roll call.

Director Lloyd said this Board has been great and it has been an honor to serve on it.

REPORT OF THE CAC

Cat Tucker, Chair, CAC, said at the March 19 meeting the CAC received a report on the Electrification DEIR. She said there were a few questions and minor concerns, including speed levels and if imminent domain would be used along the right of way. She said the CAC wants to see a simulated schedule, and people in the community need to know that there are no safety concerns with magnetic fields from electrification.

REPORT OF THE EXECUTIVE DIRECTOR

Michael Scanlon, Executive Director, reported:

- He attended the American Public Transportation Association Legislative Conference and multiple people asked about Director Lloyd.

David Miller Legal Counsel, said Director Lloyd was always a person of vision using the knowledge he had. Mr. Miller said Director Lloyd's greatest accomplishment was not living in the past, but having a vision for the future and making this a better place for everyone.

Mr. Scanlon continued:

- Key Caltrain Performance Statistics February 2014 compared to February 2013.
 - Monthly Performance Statistics:

- Total Ridership was 1,247,353, an increase of 6.9 percent.
- Average Weekday Ridership (AWR) was 51,257, an increase of 6.7 percent.
- Total Revenue was \$5,664,041, an increase of 7.7 percent.
- On-time Performance (OTP) was 95.5 percent, an increase of 2.1 percent.
- Caltrain Shuttle Ridership was 9,217, an increase of 18 percent.
- Year-to-date Performance Statistics
 - Total Ridership was 11,024,792, an increase of 8.9 percent.
 - AWR was 52,019, an increase of 8.7 percent.
 - Total Revenue was \$48,353,022, an increase of 8.2 percent.
 - OTP was 92.7 percent, an increase of 2.1 percent.
 - Caltrain Shuttle Ridership was 7,898, a decrease of 3.9 percent.
- The San Bruno Station opened on April 1 and there will be an opening event on May 10. The old station is currently being removed.
- Chuck Harvey, Deputy CEO, and Michelle Bouchard, Director, Rail Transportation, will be joining other rail officials to meet with Joe Szabo, Administrator, Federal Railroad Administration, to debrief on the most recent accident at Metro North. Staff has posted a YouTube video showing a near-miss at Redwood City to promote awareness and safety. The video was picked up by local and national media. The views from the video went from 55 to 85,000. Staff participated in a Reddit Ask Me Anything virtual town hall meeting and received over 100 comments and questions. Staff will be out at Caltrain stations distributing rail safety information.
- Staff will be conducting a virtual scavenger hunt for Earth Week.
- The Bicycle Advisory Committee met on March 20 and received an update on bike bumps, the Electrification DEIR, and funding scenarios for the Bicycle Access and Parking Plan. The next meeting is May 15.
- Special service:
 - Sharks ridership is averaging about 384 extra post-game riders.
 - Giants' baseball service was provided on March 27 and 28. For the two days, an additional 13,000 passengers were carried. The home opener is Tuesday, April 8 at 1:35 p.m.
- Staff is working with the VTA on the opening of Levi's Stadium. Mr. Harvey will be attending a Super Bowl Host Committee meeting on April 29.
- Staff worked with the SAP Center to make 1,700 parking spots available to Caltrain customers during weekdays at the San Jose Diridon Station.
- Customer Appreciation Day is on April 23 and staff will be at the San Francisco and San Jose stations handing out commemorative Caltrain 150th Anniversary reusable bags.
- The Reading File contains the February Safety & Security Report, Giants Brochure, *Track the Fun*, and Take Ones on the San Bruno Station Move and upcoming electrification meetings.

Quint Street Bridge Emergency Repairs

Mr. Harvey said:

- The bridge was built in 1907 and is not constructed to meet current earthquake standards. It is in poor condition and requires frequent inspection and measurements to track its deterioration.
- The bridge was originally planned for replacement concurrent with the Jerrold Avenue Bridge. This portion of the project was held up while resolving funding issues and bridge replacement options acceptable to the local community.
- Prior to March 21:
 - Inspections were monthly.
 - Freight was allowed on Main Track (MT)-1 to 40 miles per hour (mph); freight on MT-2 speed restricted to 10 mph. Commuter service was approved on both tracks for maximum authorized speed of 79 mph.
 - Caltrain engineers trained in bridge inspection were monitoring specific high-risk areas of the bridge for any changes in conditions.
 - Bridge is safe for operation with known risks of deteriorating conditions. Conditions are well documented and the deterioration process is predictable.
- March 21-28 inspection findings:
 - Caltrain engineer observed new deteriorating conditions on MT-1.
 - Slow order for Caltrain passenger service was placed on MT-1 to 30 mph maximum speed and freight was prohibited.
 - Staff contacted the general engineering contractor, HDR Engineering (HDR), for bridge structures and issues emergency work directive to conduct detailed inspection.
 - A slow order was placed on MT-1 for 10 mph for passenger train service.
 - Trains are single tracking in the off-peak periods on MT-2 to reduce cycles off the bridge.
- HDR and staff continue assessment of entire structure to confirm all current conditions and bridge rating.
- HDR and staff are working on design options to implement an emergency repair for the MT-1 web buckling condition.
- Probable repair will be to “sandwich” this beam with steel on each side, with drilled/bolted connections. The steel and structure are not suitable for a welded design solution.
- If the emergency repair is successful, staff feels MT-1 can be back to 30 mph for passenger service.
- Bridge replacement schedule:
 - Current design option has been selected and Quint Street will be closed to construct an earth berm and remove the bridge.
 - San Francisco County Transportation Authority (SFCTA) is proposing to acquire excess Union Pacific land west of Caltrain to connect Quint and Jerrold streets.
 - The community preference has been to construct the connector road first and then replace the bridge.

- Recommended board action:
 - The bridge condition constitutes an emergency condition that requires immediate action.
 - Staff recommends the Board declare an emergency and authorize the JPB to repair and take immediate actions required to address the emergency.
 - A complete estimate of the repair cost is not yet known. Based on the current known conditions, the emergency repair and related costs should not exceed \$100,000.
 - Staff will update the Board on the repair process, including schedule and costs.
- Next steps:
 - Staff will expedite the emergency repairs.
 - Staff will work San Francisco and the SFCTA to expedite the street closure process.
 - Staff will immediately begin the final design of the berm option and prepare the project for bid.
 - Staff and HDR will perform more frequent bridge inspections and update the Board on any new conditions.
 - Staff will work with San Francisco to communicate the need to proceed immediately on the bridge project.

Director Tissier asked about the timing for the emergency repairs. Mr. Harvey said staff can get it done within the next 30 to 60 days. The final design will be submitted on April 9 and then an emergency purchase order can be issued for a firm to do the work.

Director Malia Cohen complimented staff and the team for giving her updates on this issue. She said the bridge is rapidly deteriorating. Director Cohen said this is an area of the city between Candlestick Park and AT&T Park. She said she has an emergency meeting scheduled with the mayor to brief him on this issue and is working with her colleagues to get this item calendared. Director Cohen said this is a large African-American and Asian working community. She said she will be going back to the community to explain the emergency and the need to replace the bridge. She asked the Board to support this item.

Public Comment

Roland Lebrun, San Jose, said the Local Policy Makers Group (LPMG) has asked that presentations be part of their agenda packet and it would be nice if they were also included with the Board meeting packets. He said he visited this bridge many times. Mr. Lebrun said he went to a meeting where Patrick Kitto, Engineer, said this bridge is safe. He said the community wants a station there. Mr. Lebrun said the issue with closing Quint Street is that in the station design, that bridge is the underpass for the station. He asked how people are supposed to cross the tracks if the street is going to be closed. Mr. Lebrun asked why higher priority is being given to replacing old bridges in San Mateo that have already been retrofitted instead of the Quint Street Bridge.

A motion (Cohen/Tissier) to authorize emergency repairs on the Quint Street Bridge was approved unanimously by roll call.

Mr. Harvey said this bridge is safe and will not collapse. He has personally been under the bridge and said the repairs will make the bridge safer.

Annual Passenger Counts

Mr. Harvey said:

- The purpose of annual ridership counts is to provide a measurement relative to previous years.
- Counts were done on every weekday train and were averaged over five weekdays; one weekend train was counted.
- AWR was 52,611, an 11.8 percent over 2013.
- Traditional peak in morning and southbound in afternoon increased 14.1 percent.
- Midday ridership increased 8.5 percent.
- Twenty-eight of the 29 stations had increased weekday ridership over 2013.
- All counties saw significant increase in ridership.
- Gilroy extension ridership increased 9.7 percent over 2013.
- Baby Bullet trains continue to be very popular, but ridership on limited trains increased the most.
- Top northbound trains are 319, 323, 329, 375, 217, 225, 233, and 313. Top southbound trains are 376, 370, 366, 268, 278, 324, and 322.
- The last service change was in October 2012. At that time four shoulder peak trains were added and ridership increased 22 percent. A fifth train was added in the afternoon peak and had a 33 percent increase. Six stops were added to traditional commute limited-stop trains at Sunnyvale and a 16 percent increase resulted at those stops; six stops were added at Palo Alto to reverse Baby Bullet trains and a 10 percent increase resulted.
- Average weekday trip length is 22.6 miles.
- Average weekday bike ridership is 5,874, an increase of 19.6 percent.
- Top five bicycle boarding stations are San Francisco, Palo Alto, Mountain View, San Jose Diridon, and Redwood City.
- Overall, 50 bikes were denied boarding during the survey out of 29,370 bikes carried.
- Bike denials were on Trains 324, 366, 215, 323, 225, 375, and 277.
- Weekend service increased 1 percent.
- Weekend bullet service is still a success.
- Next steps include:
 - Investigate opportunities in the shoulder peak to increase service.
 - Fiscal Year (FY) 2015 Operating and Capital budgets must support the required resources to meet demand.
 - Increasing capacity between FY 2015 and FY2020 is essential to continue ridership and revenue growth.
 - Future service planning requires use of ridership data to develop potential scenarios to improve capacity pre/post electrification.

Public Comment

Doug DeLong, Mountain View, said it is possible that this is the last year when counts are done that show ridership below 50,000.

Jeff Carter, Millbrae, said this is a great report and it is quite a milestone to be over 50,000. The report does show there is an immediate need for capacity.

Roland Lebrun, San Jose, said just counting passengers doesn't work. He said that moving forward, this needs to be done in real time by adding automatic counters.

Adina Levin, Friends of Caltrain, said it is great to see the increase in ridership. The bike ridership in the DEIR is 14 percent, which would make it 7,000, but the JPB needs to look at shuttle ridership too.

Caltrain Modernization Update

Marian Lee, Executive Officer, Caltrain Modernization Program (CalMod), said work on the Communications-based Overlay Signal System/Positive Train Control (CBOSS/PTC) Project continues between San Jose and Redwood City. Staff continues to coordinate any updates or changes with city staff and since the last Board meeting no complaints have been received. Ms. Lee said onboard installation of the CBOSS/PTC equipment has started and will continue over the next several months.

Ms. Lee said staff has held two of four DEIR public meetings. The meetings in San Carlos and Redwood City had about 35 to 40 people. She thanked Director Deal for attending the meeting in Redwood City.

Ms. Lee said people at the Redwood City meeting are nervous about the change and the localized impacts. She said staff collects comments and answers any questions at the end of the meetings. Ms. Lee said the remaining meetings will be held in San Jose on April 8 and San Francisco on April 9. She said in addition to these meetings, staff is attending city council meetings, chambers of commerce meetings, and any other requests.

Ms. Lee said staff is not responding to actual comments now, but will assess each one and respond in the Final EIR document. She said comments are due April 29 at 5 p.m. Ms. Lee said the DEIR comment period is 60 days, two weeks longer than required by the California Environmental Quality Act. Ms. Lee said staff has already received a request for an extension from the Town of Atherton and is making time available to Atherton to go through the review process.

Ms. Lee said today there is a Board action for the electrification expertise for the 25kV system, and with this action the procurement process will be completed for building the owner's teams. Ms. Lee said at the May Board meeting she and Dave Couch, who will be providing the project delivery service, will present an outline of the entire owners' team of the design-build-procurement process. She said staff hopes to issue the Request for Proposal by the end of the year, after completion of the environmental document.

Ms. Lee said on April 10 staff will be holding an Industry Day. She said this is a venue for potential bidders of the project to learn about the program and ask questions. This is very typical of large projects and allows for conversations to occur in a fair way.

Ms. Lee said the LPMG met on March 27 and was presented with information on the DEIR. She said this is the same presentation that was previously made to the Board. Ms. Lee said they did note that this was not one of the DEIR public meetings.

Director Deal said he attended the DEIR public meeting in Redwood City on April 2 and Ms. Lee did an excellent job.

CALTRAIN STRATEGIC PLAN UPDATE – PROPOSED GOALS AND OBJECTIVES

Ms. Lee said:

- Challenges and opportunities include increased demand, capacity constraints, an aging system, growing safety regulations and funding constraints.
- The Strategic Plan was last updated in 2004. The plan is a policy framework for looking forward. It is a 10-year outlook and is a living document.
- Existing and new commitments include safety, on-time and quality service, state of good repair and maintenance, modernization and HSR and Caltrain Blended system.
- Plan Structure:
 - Vision statement is the overarching purpose
 - Proposed guiding principles are the broad value statements supporting the vision
 - Proposed goals are aspirational statements supporting guiding principles
 - Objectives are to be determined, but they are a measurable statement supporting the goals
- What is the vision? The 2004 statement was to become the preferred mode of travel along the Peninsula Corridor by:
 - Providing passengers with a world-class travel experience
 - Acting as a major catalyst for redevelopment and economic activity in communities along its route
 - Playing a key role in mobility management along the Peninsula Corridor and in the Bay Area region as a whole
- Staff is proposing seven principles and under each principle are three or four goals.
 1. Ensure the safety and security of customers, employees and the public.
 - a. Comply with safety and security regulations
 - b. Promote a safety culture and awareness within and beyond the organization
 - c. Invest in and maintain a safe system
 - d. Safeguard the security of Caltrain customers, employees and the public

2. Grow and manage customer demand with expanded and enhanced service.
 - a. Meet current and future customers mobility needs
 - b. Balance service and amenities to address different travel markets
 - c. Operate a dependable and punctual service
 - d. Provide a comfortable and convenient travel experience
3. Maximize utilization of system infrastructure and rolling stock.
 - a. Maintain a state of good repair
 - b. Invest in system reliability
 - c. Expand capacity through timely investments
 - d. Support a blended Caltrain/HSR system in the Peninsula corridor
4. Establish financial stability, minimize operating subsidy and fund system improvements.
 - a. Efficiently deliver services and projects
 - b. Maximize revenues
 - c. Stabilize and expand external funding sources
5. Serve as a critical element of the region's transportation and land use.
 - a. Improve connectivity to local and regional transportation systems
 - b. Promote alternative modes of station access and egress
 - c. Encourage transit supportive development at and around stations
 - d. Integrate with California's statewide rail network.
6. Build partnerships with government agencies, stakeholders and the public.
 - a. Build relationships with openness and fairness
 - b. Cultivate effective external participation
 - c. Strengthen partnerships by pursuing common goals
7. Conduct business in a socially responsible way.
 - a. Fulfill civil rights regulations
 - b. Minimize Caltrain's environmental footprint
 - c. Provide an inclusive and equitable system

Public Comment

Jeff Carter, Millbrae, said there is a need for dedicated funding. He said perhaps staff should look at two or three-year funding cycles instead of every year. Mr. Carter said Caltrain riders are paying more than other transit agencies and there needs to be social equality.

Director Yeager left at 11:49 a.m.

Adina Levin, Friends of Caltrain, said the goals of meeting the current and future mobility needs of customers and the well-timed capital improvements to increase capacity should be related to each other. She said people don't want to be driving; they want to take transit. Ms. Levin said the latest CHSRA Business Plan shows people taking a super express train between San Francisco and San Jose.

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

Cheryl Cavitt, Director, Contracts and Procurement, said Staff Coordinating Council is requesting Board approval of a contract to Gannett Fleming for on-call electrification services, to exercise up to 2 two-year options, and authorize the increase in the executive director amendment or change order authority contingency to 15 percent. She said staff followed the procedures required by the Brooks Act to conduct this procurement for the engineering services. Ms. Cavitt said Gannett Fleming will be functioning as JPB's project manager and technical expert in overseeing electrification rail service systems design, product manufacturing, delivery, installation, construction, testing, commissioning, safety, warranty, and related systems integration and coordination. She said this firm will also be required to coordinate with all the members of the CalMod team as well as all the other contractors that are supporting this project for electric multiple units, CBOSS/PTC, as well as the Capital Improvement Program and the ongoing state of good repair. Ms. Cavitt said three proposals were received, all were determined to be in the competitive range, and all three were interviewed.

Director Tissier asked for clarification on what a no-guaranteed contract means. Ms. Cavitt said it just means it is not a firm-fixed price contract.

Public Comment

Jim Bigelow, Redwood City/San Mateo County/Menlo Park Chamber, said these are important actions to get moving on electrification and to get the necessary technical expertise to move the CalMod Program forward.

Roland Lebrun, San Jose, said after approving this contract the total for assembling this team will be \$122.5 million.

A motion (Deal/Tissier) to award a contract to Gannett Fleming Transit & Rail Systems for electrification support services for the CalMod Program was approved unanimously by a roll call vote.

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR FEBRUARY 2014

A motion (Tissier/Kalra) to accept the February 2014 statement was approved.

ASSESSMENT OF THE FISCAL YEAR 2014 FUEL HEDGING PROGRAM

Gigi Harrington, Deputy CEO, said the JPB has received about \$138,000 from the bank and the cost of the Program was \$418,000. She said the purpose of the Program is to generate budget certainty and not to make money.

ADOPT THE REVISED FUEL HEDGING POLICY AND AWARD OF CONTRACT TO ORRICK, HERRINGTON & SUTCLIFFE LLP (ORRICK) TO SERVE AS SPECIAL COUNSEL FOR THE FISCAL YEAR 2015 FUEL HEDGING PROGRAM FOR A NOT-TO-EXCEED FEE OF \$150,000

Ms. Harrington said the revised Fuel Hedging Policy change is to require both parties to post collateral in certain circumstances. Ms. Harrington said this creates no additional risk to the JPB as the premium is paid up front. She said the second action is to appoint

Orrick as special counsel for the transaction at a cost of \$150,000 to be shared with the San Mateo County Transit District. Ms. Harrington said she believes the change in the Policy will generate more bidders.

A motion (Deal/Tissier) to adopt the revised Fuel Hedging Policy and award a contract to Orrick, Herrington & Sutcliffe to serve as special counsel for the FY2015 Fuel Hedging Program was approved unanimously by a roll call vote.

CALL FOR A PUBLIC HEARING ON JUNE 5, 2014 FOR PROPOSED CODIFIED TARIFF CHANGES

Rita Haskin, Executive Officer, Customer Service and Marketing, said staff is asking the Board to set a public hearing for the June 5 meeting to review and take comment on possible changes to the Codified Tariff. She said proposed changes include:

- Expanding the age of youth from 17 to 18
- Increasing the GO Pass price from \$165 per participant to \$180 in October 2014 and to \$190 in 2016
- Increasing the cost of the paper ticket issued by the ticket vending machine by 25 cents on the base for one-way and zone upgrades and 50 cents for a Day Pass (the price would remain the same if you use Clipper)
- Giving the executive director the authority to charge market-based parking fees of up to \$25 at stations with special events. Ms. Haskin said in looking forward to when service begins to Levi's Stadium, staff does not want to become an adjunct parking for the stadium.

A motion (Tissier/Deal) to set a public hearing on June 5, 2014 was approved unanimously.

CALTRAIN TRIENNIAL CUSTOMER SURVEY KEY FINDINGS

This item was postponed to the May meeting.

LEGISLATIVE UPATE

No update was provided.

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

None

DATE/TIME/PLACE OF NEXT MEETING

The next meeting will be Thursday, May 1, 2014, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

LEGAL 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

Mr. Miller said the purpose of the closed session is to hear a report from counsel on the case Seto v. JPB.

Adjourned to closed session at: 12:01 p.m.

Reconvened to open session at: 12:14 p.m.

Mr. Miller said an upcoming mediation has been scheduled and the Board has given requisite authority to the executive director relative to the mediation. Mr. Miller said he will report back on a future date on the outcome of the mediation.

Adjourned at 12:15 p.m.

**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 MARCH 2014**

In March 2014, Caltrain's average weekday ridership (AWR) was 53,080, which is an increase of 4,361 or 9 percent over March 2013 AWR of 48,719. The total number of passengers who rode Caltrain in March 2014 was 1,431,748 which is 9.2 percent more than in March 2013.

On-time performance (OTP) for March 2014 was 92.9 percent, which is below the 94.4 percent OTP for March 2013. When trains arriving within 10 minutes of the scheduled arrival time are included, March 2014 OTP rises to 96.8 percent. There were five days when 100 percent of the trains were on time, all were weekend days. An additional 12 days operated with 95 percent or better OTP.

Mechanical delays in March 2014 were 1,000 minutes, compared with 646 minutes in March 2013. The two most significant delays were:

- On March 11, 13 trains were late, including 2 terminated trains. The primary cause was due to a mechanical issue on northbound Train 267.
- On March 19, 21 trains were late, including 2 cancelled trains. The primary cause was due to a temporary power outage at the CCF, which in turn caused a significant network issue that affected the ability to dispatch trains.

There was one fatality on Saturday, March 15, when southbound Train 198 struck and killed a trespasser at approximately 12:50 a.m. just north of Fair Oaks Lane near the Atherton station. Train 198 was the only train affected.

Looking at customer service statistics, there were 9.4 complaints per 100,000 passengers in March 2014. This is higher than the 8.5 complaints in March 2013.

Shuttle ridership is up 14.9 percent from last year. When comparing the same shuttle routes as last year and the Marguerite shuttles are removed, overall shuttle ridership increased 3.7 percent over March 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 233 daily riders. The Belmont-Hillsdale shuttle averaged 64 daily riders. The weekend Tamien-San Jose shuttle averaged 62 riders per day.

Caltrain Promotions – March 2014

Giants – Baseball fever is starting to heat up as the San Francisco Giants returned to AT&T Park for two exhibition games. To promote service to the stadium, which is ranked among the best in the country, Caltrain produced a special brochure. In partnership with the Giants, the ball club provided permission to use a photo of fan-favorite Hunter Pence on the brochure. Information also was issued through a dedicated web page, social media and a news release. Caltrain carried 13,004 additional customers for the games.

San Jose Sharks – The Sharks have been so hot that they're close to melting the ice at SAP Center. The service is promoted through onboard take ones and adcards, provided by the hockey team. 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* and *Caltrain Connection*. Caltrain carried an extra 3,070 customers for the eight home games in March.

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 March, the rail agency partnered with the San Francisco Flower & Garden Show and Nuclear Cowboyz, a freestyle motorcross tour. 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 their promotional materials. In addition, Nuclear Cowboyz offered Caltrain customers a \$5 discount on adult tickets.

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

Table A

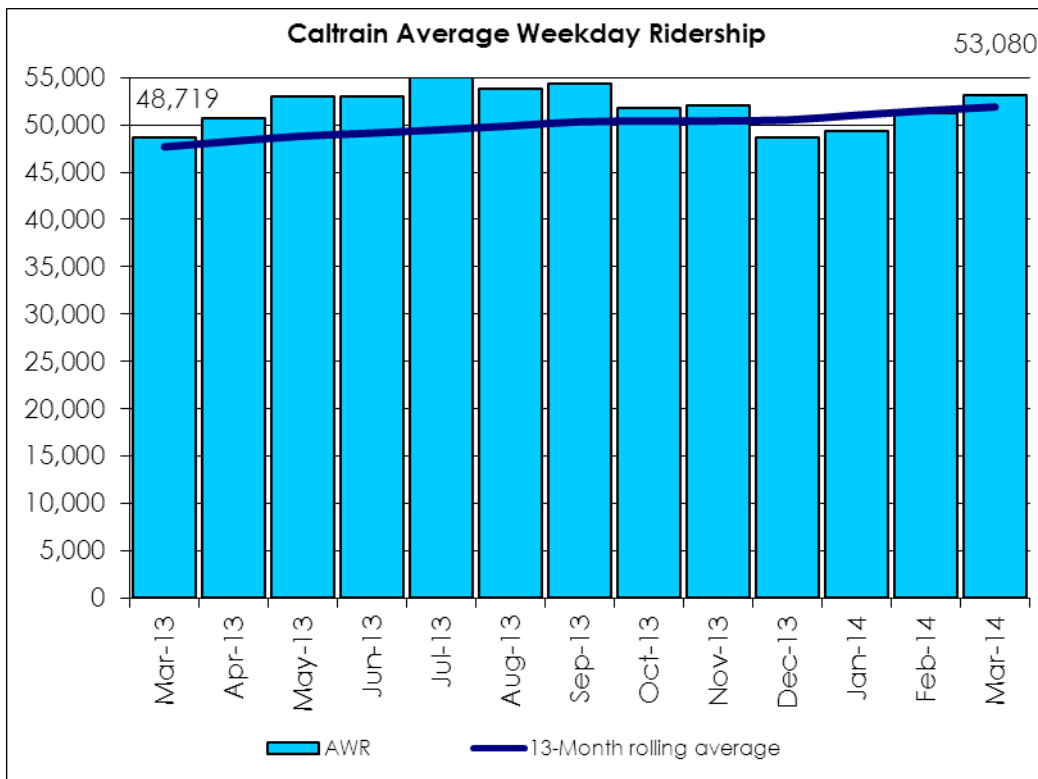
March 2014

	FY2013	FY2014	% Change
Total Ridership	1,310,962	1,431,748	9.2%
Average Weekday Ridership	48,719	53,080	9.0%
Total Farebox Revenue	\$5,654,766	\$6,144,575	8.7%
On-time Performance	94.4%	92.9%	-1.6%
Average Caltrain Shuttle Ridership	8,473	9,736	14.9%

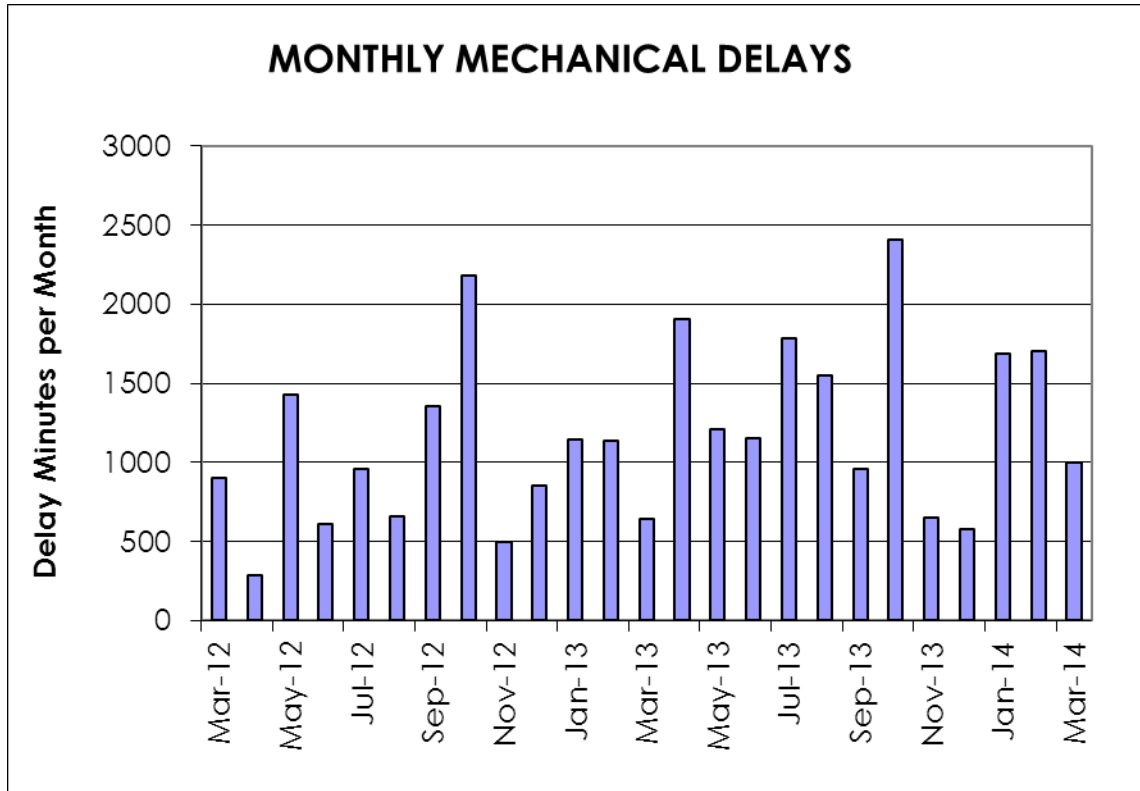
Year to Date

	FY2013	FY2014	% Change
Total Ridership	11,437,748	12,456,541	8.9%
Average Weekday Ridership	47,964	52,137	8.7%
Total Farebox Revenue	\$50,338,671	\$54,497,597	8.3%
On-time Performance	91.2%	92.8%	1.8%
Average Caltrain Shuttle Ridership	8,241	8,100	-1.7%

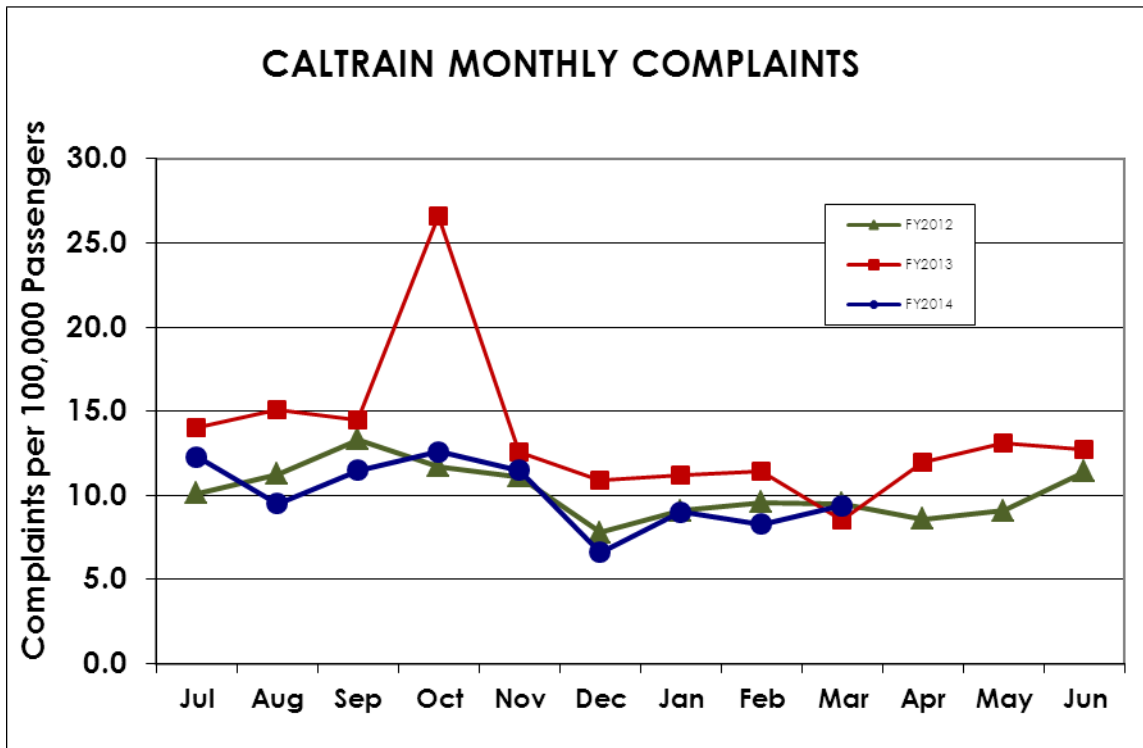
Graph A



Graph B



Graph C



PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **STATEMENT OF REVENUE AND EXPENSE FOR THE PERIOD ENDING
MARCH 31, 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 March 2014 and supplemental information.

SIGNIFICANCE

Revenue: For March of Fiscal Year 2014, *Total Operating Revenue* (line 7) is \$1,763,577 or 2.9 percent **better** than budget. Within total operating revenue, *Farebox Revenue* (line 1) is \$1,286,854 or 2.4 percent **better** than budget. Compared to the prior year, *Total Operating Revenue* (line 7) is \$5,036,129 or 8.8 percent **higher**.

Expense: *Grand Total Expenses* (line 50) show a favorable variance of \$3,866,577 or 4.3 percent. *Total Operating Expense* (line 36) is \$2,694,142 or 3.5 percent **better** than budget. *Total Administrative Expense* (line 46) is \$1,172,419 or 9.7 percent **better** than budget.

Compared to prior year, *Grand Total Expenses* (line 50) are \$4,892,552 or 6 percent **higher**.

BUDGET IMPACT

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

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PENINSULA CORRIDOR JOINT POWERS BOARD

STATEMENT OF REVENUE AND EXPENSE

Fiscal Year 2014

March 2014

% OF YEAR ELAPSED 75.0%

	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
	(AS PROJECTED)							
REVENUE								
OPERATIONS:								
1 Farebox Revenue	6,144,575	50,338,671	54,497,532	53,210,678	102.4%	66,070,569	72,016,920	75.7%
2 Parking Revenue	436,363	2,312,275	2,986,944	2,735,920	109.2%	3,652,330	3,652,330	81.8%
3 Shuttles	273,143	1,223,518	1,194,382	1,325,419	90.1%	1,722,636	1,722,636	69.3%
4 Rental Income	143,643	1,345,431	1,296,222	1,361,310	95.2%	1,816,920	1,816,920	71.3%
5 Other Income	243,815	2,161,831	2,442,774 (A)	2,020,950	120.9%	2,691,230	2,691,230	90.8%
6								
7 TOTAL OPERATING REVENUE	7,241,539	57,381,725	62,417,854	60,654,277	102.9%	75,953,685	81,900,036	76.2%
8								
CONTRIBUTIONS:								
9								
10 AB434 Peninsula & TA Shuttle Funding	200,367	1,480,646	1,508,877	1,582,458	95.4%	2,109,948	2,109,948	71.5%
11 Operating Grants	523,993	4,043,161	9,715,935	8,181,743	118.8%	11,287,914	11,357,195	85.5%
12 JPB Member Agencies	1,435,963	25,125,000	12,923,670	12,923,662	100.0%	17,231,549	17,231,549	75.0%
13 Other Sources				6,910,833	0.0%	13,390,000	13,390,000	0.0%
14								
15 TOTAL CONTRIBUTED REVENUE	2,160,323	30,648,807	24,148,483	29,598,696	81.6%	44,019,411	44,088,692	54.8%
16								
17 GRAND TOTAL REVENUE	9,401,863	88,030,532	86,566,337	90,252,974	95.9%	119,973,096	125,988,728	68.7%
18								
19								
EXPENSE								
20								
OPERATING EXPENSE:								
21								
22								
23 Rail Operator Service	6,397,765	45,173,439	49,736,801	49,925,455	99.6%	64,500,000	64,500,000	77.1%
24 Rail Operator Service - Other	-	309,700	(30,324) (B)	-	0.0%	-	-	0.0%
25 Security Services	695,223	2,992,695	3,179,934	3,179,958	100.0%	4,519,944	4,519,944	70.4%
26 Rail Operator Extra Work	-	66,968	(251,596) (B)	116,640	-215.7%	155,500	155,500	-161.8%
27 Contract Operating & Maintenance	7,092,988	48,542,801	52,634,815	53,222,053	98.9%	69,175,444	69,175,444	76.1%
28 Shuttles (incl Peninsula Pass)	544,207	3,473,042	3,246,599	3,300,577	98.4%	4,774,107	4,774,107	68.0%
29 Fuel and Lubricants	1,186,825	11,494,062	11,142,977	12,371,073	90.1%	17,828,097	17,518,097	63.6%
30 Timetables and Tickets	10,000	95,695	(7,849) (B)	100,417	-7.8%	155,000	155,000	-5.1%
31 Insurance	28,736	3,842,999	4,561,578	5,003,330	91.2%	5,470,000	5,761,697	79.2%
32 Facilities and Equipment Maint	128,138	1,211,634	1,137,141	1,252,946	90.8%	1,814,975	1,938,980	58.6%
33 Utilities	61,601	1,053,056	1,112,905	1,216,005	91.5%	1,826,540	1,826,540	60.9%
34 Maint & Services-Bldg & Other	94,982	861,217	856,631	912,540	93.9%	1,323,880	1,323,880	64.7%
35								
36 TOTAL OPERATING EXPENSE	9,147,477	70,574,506	74,684,798	77,378,940	96.5%	102,368,043	102,473,745	72.9%
37								
ADMINISTRATIVE EXPENSE								
38								
39 Wages and Benefits	579,279	4,049,740	4,641,564	5,030,457	92.3%	6,811,835	6,237,689	74.4%
40 Managing Agency Admin OH Cost	445,489	2,838,716	3,333,268	3,763,490	88.6%	5,017,987	5,017,987	66.4%
41 Board of Directors	1,154	6,625	7,483	8,550	87.5%	11,700	11,700	64.0%
42 Professional Services	145,448	2,021,406	1,825,666	1,999,204	91.3%	2,764,323	3,742,363	48.8%
43 Communications and Marketing	3,207	91,643	(18,422) (B)	58,813	-31.3%	122,500	92,500	-19.9%
44 Office Expense and Other	101,168	1,084,053	1,084,899	1,186,363	91.4%	1,773,833	1,826,694	59.4%
45								
46 TOTAL ADMINISTRATIVE EXPENSE	1,275,745	10,092,183	10,874,458	12,046,877	90.3%	16,502,178	16,928,933	64.2%
47								
48 Long Term Debt Expense	91,906	827,156	827,142	827,156	100.0%	1,102,875	1,102,875	75.0%
49								
50 GRAND TOTAL EXPENSE	10,515,128	81,493,845	86,386,397	90,252,974	95.7%	119,973,096	120,505,553	71.7%
51								
52 NET SURPLUS / (DEFICIT)	(1,113,265)	6,536,687	179,940	-	0.0%	-	5,483,175	3.3%

"% 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 accrual.



PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF MARCH, 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%	30,989,661	30,989,661
County Pool (Unrestricted)	**	Liquid Cash	0.650%	10,667,678	10,667,678
Other (Unrestricted)		Liquid Cash	0.000%	2,147,290	2,147,290
Other (Restricted)	***	Liquid Cash	0.200%	22,682,586	22,682,586
				\$ 68,487,215	\$ 68,487,215

Accrued Earnings for March, 2014 \$ 16,490.79
 Cumulative Earnings FY2014 \$ 160,817.45

* 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 March 2014 the amortized cost of the Total County Pool was \$3,333,739,991.77 and the fair market value per San Mateo County Treasurer's Office was \$3,331,218,848.92.

*** 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: 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: Gigi Harrington
Deputy CEO

SUBJECT: **PRELIMINARY FISCAL YEAR 2015 OPERATING BUDGET**

ACTION

This report is submitted for informational purposes only. No action is requested at this time. At the June 5, 2014, meeting, staff will present a final Fiscal Year (FY) 2015 budget proposal for consideration for Board adoption.

SIGNIFICANCE

The preliminary FY2015 Caltrain Operating Budget, as shown in Attachment A, is \$125.7 million, an **increase** of \$5.2 million, or 4.3 percent over the FY2014 revised budget. The preliminary budget, as presented at this time, is balanced, primarily due to farebox revenues far exceeding expectations combined with previous years' savings from transition costs and fuel expenses.

The preliminary budget represents a cautious optimism that the unprecedented ridership and revenue growth of recent years will continue at a pace that will generate badly needed funding.

Caltrain still contends with a significant structural deficit and the agency will continue to struggle to identify revenues that will ensure continuation of current service levels. Caltrain also will continue its efforts to identify and implement a permanent, dedicated source of revenue that will stabilize the railroad's funding basis.

The increase in the FY2015 Operating Budget is due in significant part to an increase in the Rail Operator Service line item, which is in alignment with the contract and reflects the increasing complexity of operating the Caltrain service.

Capacity Challenges

Caltrain's current service and rail car configuration is at capacity and beyond. In seeking a near-term response, staff is exploring schedule changes that could increase capacity. Such changes could result in increased crew and fuel costs. These changes are in the preliminary stage of exploration. It is uncertain when and what form such service level changes would take and their fiscal impact. Staff will seek Board consideration of any possible changes.

The Board has approved efforts to undertake a long-term response to ridership capacity issues through the acquisition of additional rail cars. The Rail Car Capacity Project, authorized by the Board on January 9, 2014, per Resolution No. 2014-03, also will make it easier to remove rail cars from service for maintenance.

Fiscal Year 2015 Revenue Projections

Total revenues for FY2015 are projected to be \$125.7 million. Revenues include the following significant components:

- **Operating Revenue** for Caltrain is projected to be \$84.5 million, which includes the following:
 - Farebox Revenue is projected to be \$75 million. This projection is based on FY2014 year-to-date actuals from July – February. The JPB has been experiencing record ridership with regular and special event service.
 - Parking Revenue is projected to be \$4.1 million, which reflects a full-year increase of daily parking fare from \$4 to \$5 and a monthly parking pass increase from \$40 to \$50.
 - Other income, mainly composed of shared track maintenance revenue, is projected to be \$1.7 million.

- **Contributed Revenue** is projected to be \$41.2 million, which includes the following:
 - Assembly Bill 434 and San Mateo County Transportation Authority (TA) Shuttle Funding is projected to be \$2 million which includes the TA shuttle funding of \$1 million.
 - Operating Grants are projected to be \$6.7 million in State Transit Assistance formula funds.
 - JPB Member Agency contributions are projected to be \$19.8 million. The amount was based on an increase in the SamTrans contribution, matched proportionately by the JPB partners according to the agreed-upon allocation methodology. The Boarding Formula used in the allocation is based on Average Weekday (All Day) passenger count by county, including stations from Capitol to Gilroy. The total contributions for each member agency are allocated as follows:
 - San Mateo - \$6.26 million
 - Santa Clara - \$8.39 million
 - San Francisco - \$5.18 million
 - Other sources are projected to be \$12.8 million consisting of:
 - FY2013: \$6 million in prior-year operating budget savings,
 - FY2014: \$5.5 million in mid-year operating budget surplus and \$1.3 million in farebox revenue surplus from January through March.

Fiscal Year 2015 Expense Projections

Grand Total Expense for FY2015 is projected to be \$125.7 million and includes the following significant components:

- **Operating Expenses** for Caltrain are projected at \$106.7 million.
 - Rail Operator Contract is projected to be \$67.8 million, an **increase** of \$3.1 million or 4.7 percent. The increase is in alignment with the rail operator contract. This reflects the increasing demands on the operations of the railroad because of unprecedented ridership, and the increasing complexity of operating the Caltrain service.
 - Security Services costs are projected to be \$5 million, an **increase** of \$469,566 or 10.4 percent. The increase is primarily due to an increase in the contract with the San Mateo County Sheriff's Office to provide Transit Police services, including the addition during FY2014 of deputy sheriff and security specialist positions.
 - Fuel costs are projected to be \$17.7 million in FY2015, based on a projected fuel price of \$3.40 per gallon. Staff will monitor the fuel price during the year and may recommend an amendment to the budget based on year-to-date actuals. Staff is working on the renewal of the fuel hedging program implemented during the past five years. The fuel hedge program assists with reducing volatility and uncertainty in the fuel budget.

- **Administrative expenses** are projected to be \$18 million, an **increase** of \$1.3 million or 7.9 percent.

While the preliminary FY2015 operating budget is balanced, the lack of a dedicated source of funding for Caltrain requires a substantial percentage of operating costs to be funded out of the general funds from each partner. Going forward, Caltrain will continue to work with its partner agencies, Metropolitan Transportation Commission, as well as other stakeholders, including the Silicon Valley Leadership Group and Friends of Caltrain, in an attempt to identify and secure a permanent, dedicated funding source for future operations.

Prepared By:	Ladi Bhuller, Director, Budgets	650.508.7755
	Aandy Ly, Senior Financial Analyst	650.508.6376

PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF REVENUE AND EXPENSE
BUDGET PROPOSAL
FY2015

	FY2013 <u>ACTUAL</u> A	FY2014 <u>ADOPTED</u> B	FY2014 <u>REVISED</u> C	FY2015 <u>PROPOSED</u> D	INC(DEC) FY15 PROPOSED to FY14 REVISED E = D - C	% INC(DEC) FY14 REVISED PROPOSED F = E / C		
REVENUE								
OPERATIONS:								
1	Farebox Revenue	68,767,170	66,070,569	72,016,920	75,043,692	3,026,772	4.2%	1
2	Parking Revenue	3,301,724	3,652,330	3,652,330	4,051,240	398,910	10.9%	2
3	Shuttles	1,972,626	1,722,636	1,722,636	2,001,840	279,204	16.2%	3
4	Rental Income	1,783,323	1,816,920	1,816,920	1,737,720	(79,200)	-4.4%	4
5	Other Income	2,932,340	2,691,230	2,691,230	1,679,620	(1,011,610)	-37.6%	5
6	TOTAL OPERATING REVENUE	78,757,183	75,953,685	81,900,036	84,514,112	2,614,076	3.2%	6
7								7
8	CONTRIBUTIONS:							8
9	AB434 & TA Shuttle Funding	1,922,649	2,109,948	2,109,948	1,981,540	(128,408)	-6.1%	9
10	Operating Grants	5,075,017	11,287,914	11,357,195	6,653,422	(4,703,773)	-41.4%	10
11	JPB Member Agencies	33,500,000	17,231,549	17,231,549	19,828,952	2,597,403	15.1%	11
12	Other Sources	0	13,390,000	13,390,000	12,758,000	(632,000)	-4.7%	12
13	TOTAL CONTRIBUTED REVENUE	40,497,666	44,019,411	44,088,692	41,221,914	(2,866,778)	-6.5%	13
14								14
15	GRAND TOTAL REVENUE	119,254,849	119,973,096	125,988,728	125,736,026	(252,702)	-0.2%	15
16								16
17	EXPENSE							17
18								18
19	OPERATING EXPENSE:							19
20	Rail Operator Service	58,879,276	64,500,000	64,500,000	67,650,426	3,150,426	4.9%	20
21	Rail Operator Service - Other	367,280	0	0	0	0	-	21
22	Security Services	4,217,676	4,519,944	4,519,944	4,989,510	469,566	10.4%	22
23	Rail Operator Extra Work	-102,587	155,500	155,500	155,500	0	0.0%	23
24	Contract Operating & Maintenance	63,361,645	69,175,444	69,175,444	72,795,436	3,619,992	5.2%	24
25	Shuttle Service	4,634,500	4,774,107	4,774,107	4,833,310	59,203	1.2%	25
26	Fuel and Lubricants	15,344,013	17,828,097	17,828,097	17,702,600	(125,497)	-0.7%	26
27	Timetables and Tickets	127,295	155,000	155,000	148,000	(7,000)	-4.5%	27
28	Insurance	5,186,334	5,470,000	5,761,697	5,713,750	(47,947)	-0.8%	28
29	Facilities and Equipment Maint	1,690,067	1,814,975	1,928,980	1,975,415	46,435	2.4%	29
30	Utilities	1,684,661	1,826,540	1,826,540	2,120,185	293,645	16.1%	30
31	Maint. Services-Bldg. & Other	1,283,283	1,323,880	1,323,880	1,397,218	73,338	5.5%	31
32	TOTAL OPERATING EXPENSE	93,311,797	102,368,043	102,773,745	106,685,914	3,912,169	3.8%	32
33								33
34	ADMINISTRATIVE EXPENSE							34
35	Wages and Benefits	5,389,848	6,811,835	6,823,590	6,768,729	(54,861)	-0.8%	35
36	Managing Agency Admin OH Cost	3,931,897	5,017,987	5,017,987	5,486,432	468,445	9.3%	36
37	Board of Directors	12,127	11,700	11,700	11,700	0	0.0%	37
38	Professional Services	2,680,039	2,764,323	2,879,323	3,533,792	654,469	22.7%	38
39	Communications and Marketing	122,446	122,500	122,500	119,300	(3,200)	-2.6%	39
40	Other Expenses and Services	1,607,726	1,773,833	1,773,833	2,027,284	253,451	14.3%	40
41	TOTAL ADMINISTRATIVE EXPENSE	13,744,082	16,502,178	16,628,933	17,947,237	1,318,304	7.9%	41
42								42
43	Long-term Debt Expense	1,102,875	1,102,875	1,102,875	1,102,875	0	0.0%	43
44								44
45	GRAND TOTAL EXPENSE	108,158,755	119,973,096	120,505,553	125,736,026	5,230,473	4.3%	45
46								46
47	REVENUE OVER/UNDER	11,096,094	0	5,483,175	0			47

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **PRELIMINARY FISCAL YEAR 2015 CAPITAL BUDGET**

ACTION

This report is informational only. No Board action is required.

The preliminary Fiscal Year (FY) 2015 Capital Budget will be presented to the Board on May 1, 2014 as an informational item, and will be available for distribution at the meeting.

The final FY2015 Capital Budget will be presented to the Board at its June 5 meeting with a recommendation for Board adoption at that time.

Prepared By: Éva Goode, Manager, Budgets

650.508.7914

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZE IMPLEMENTATION OF FUEL HEDGING PROGRAM FOR THE FISCAL YEAR ENDING JUNE 30, 2015, INCLUDING APPROVAL OF REQUEST FOR BIDS AND FORMS OF DOCUMENTS, AND AUTHORIZE EXECUTION AND DELIVERY OF DOCUMENTS, SELECTION OF WINNING BIDDER AND PAYMENT OF COMMODITY PRICE CAP PREMIUM FOR SUCH PROGRAM**

ACTION

Staff Coordinating Council recommends that the Board:

1. Authorize implementation of a Fuel Hedging Program for the fiscal year ending June 30, 2015;
2. Approve the Request for Bids and forms of documents on file for a diesel fuel hedge in the form of a commodity price cap (price cap);
3. Authorize the Executive Director or the Deputy CEO, Finance and Administration, to execute such price cap documents as shall be necessary to implement the fuel hedging program for the Fiscal Year (FY) ending June 30, 2015 and to select the winning bidder; and
4. Authorize payment of the premium for the price cap.

SIGNIFICANCE

In accordance with the revised Fuel Hedging Policy adopted on April 3, 2014 (Fuel Hedging Policy), staff has been working with the JPB's financial advisor to determine the interest of qualified counterparties in bidding on a price cap, to develop a Request for Commodity Price Caps (Request) and to develop with each potential bidder an agreed upon form of price cap documents, which are composed of an ISDA Master Agreement (Master Agreement), a Schedule to the Master Agreement (Schedule), and a Credit Support Annex (Credit Support Annex).

Based on discussions between staff and the JPB's financial advisor, it has been determined that there are three potential bidders for the FY2015 fuel hedging program: Barclays Bank PLC (Barclays), Royal Bank of Canada (RBC) and Wells Fargo

Bank, N.A. (Wells Fargo). Barclays and Wells Fargo have submitted bids in the past based upon forms of documents previously approved by the JPB.

Barclays was the winning bidder for the price cap for the fiscal years ending June 30, 2011, June 30, 2013 and June 30, 2014 and has entered into a Master Agreement, Schedule (Barclays Schedule), and Credit Support Annex (Barclays Credit Support Annex), with the JPB.

Revisions to the executed Barclays Schedule and paragraph 13 to the Barclays Credit Support Annex and to the previously approved forms of Schedule and paragraph 13 to the Credit Support Annex for Wells Fargo are now required to conform to certain business conduct standards applicable to, and procedures required by, each of the potential bidders resulting from legislation and related regulations commonly referred to as Dodd-Frank.

Forms of the amended and revised Schedule and the amended and revised form of paragraph 13 to the Credit Support Annex previously entered into with Barclays (the Barclays Amended Documents) have been prepared and are on file. Forms of the amended and revised Schedule and the amended and revised form of paragraph 13 to the Credit Support Annex previously approved for Wells Fargo (Wells Fargo Amended Documents, and, together with the form of Master Agreement and Credit Support Annex previously approved by the JPB for Wells Fargo, the Wells Fargo Bid Documents) have also been prepared and are on file.

A new potential bidder, RBC has expressed an interest in submitting a bid for the FY2015 Fuel Hedging Program. Forms of Master Agreement, Schedule, and Credit Support Annex, including a form paragraph 13 to the Credit Support Annex (collectively, the RBC Bid Documents), have been prepared and are on file.

The Request, the Barclays Amended Documents, the Wells Fargo Bid Documents and the RBC Bid Documents have been reviewed by Orrick and the JPB's financial advisor. All bidders would only be eligible to bid if they agree to bid based on the most recent bid documents approved by, and on file with, the Board.

A Confirmation (Confirmation) setting forth the pricing and other economic terms of FY2015 price cap will be drafted and executed after the winning bid is selected.

Board authorization is required to (i) approve the Request, (ii) approve the forms of Barclays Amended Documents, Wells Fargo Amended Documents and RBC Bid Documents, (iii) authorize the Executive Director or Deputy CEO, Finance and Administration, to execute the Barclays Amended Documents, the Wells Fargo Bid Documents, the RBC Bid Documents and such other documentation as is necessary in connection with Dodd-Frank, to select the counterparty for the FY2015 fuel hedging program based on the bids submitted, and to execute the Confirmation, and (iv) authorize payment of the premium for the price cap.

The bid and settlement of the premium payable by the JPB for the price cap are expected to occur prior to the beginning of the next fiscal year, with the price cap taking effect as of July 1, 2014. If staff is not satisfied with the results of the bid, including the required premium for a price cap, the JPB will elect not to proceed with a fuel hedging program at the time bids are received.

The primary goal for the FY2015 Fuel Hedging Program is to reduce volatility and uncertainty in the fuel budget. Consistent with the Fuel Hedging 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 the San Mateo County Transit District, which is expected to hedge 1.2 million gallons, which currently represents approximately 70 percent of its expected annual fuel consumption.

Depending upon the date selected for the bid, staff expects to return to the Board at either the June or July meeting with a report on the results of the bid. Staff also expects to return to the Board next year with an assessment of the FY2015 Fuel Hedging Program.

BUDGET IMPACT

Implementing the Fuel Hedging Program will enable the JPB to purchase half of its fuel at a not-to-exceed base price, thus providing the JPB greater budgetary certainty and allowing for more effective utilization of budget resources. The proposed FY2015 fuel budget will include the hedging program fees consisting of up to \$25,000 for financial advisor, up to \$150,000 for outside legal counsel (70 percent of the total legal fees are the JPB's responsibility), \$10,000 in miscellaneous costs and approximately \$600,000 for the cost of the price cap.

BACKGROUND

The JPB currently purchases fuel from Pinnacle Petroleum based on the average weekly spot price of Oil Price Information Service (OPIS) index, exposing the JPB to market price fluctuation. In order to meet the primary goal of the Fuel Hedging Program of reducing volatility and uncertainty in the fuel budget for FY2015, staff will purchase a price cap consistent with the Fuel Hedging Policy. The price cap, like prior price cap purchases, will be based on the Platt's Gulf Coast Ultra Low Sulfur Diesel (ULSD) index, which has a high historical correlation to the OPIS index.

Staff notes that the price cap will not include taxes on the fuel price, however the price commonly reported to the Board includes taxes. A price cap allows the JPB to limit its exposure if fuel prices rise, while continuing to receive the benefit of lower costs if prices fall.

Prepared By: Aandy Ly, Senior Financial Analyst

650.508.6376

RESOLUTION NO. 2014-

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

* * *

AUTHORIZING IMPLEMENTATION OF A FUEL HEDGING PROGRAM FOR THE FISCAL YEAR ENDING JUNE 30, 2015, AUTHORIZING THE EXECUTION AND DELIVERY OF DOCUMENTS NECESSARY TO IMPLEMENT SUCH FUEL HEDGING PROGRAM, INCLUDING, AS APPLICABLE, AN ISDA MASTER AGREEMENT, A SCHEDULE TO THE ISDA MASTER AGREEMENT, A CREDIT SUPPORT ANNEX, AMENDMENT OF ANY ISDA MASTER AGREEMENT, ANY SCHEDULE TO AN ISDA MASTER AGREEMENT OR ANY CREDIT SUPPORT ANNEX, AND A CONFIRMATION, AND AUTHORIZING THE TAKING OF ALL ACTION NECESSARY RELATING TO THE IMPLEMENTATION AND EXECUTION OF SAID FUEL HEDGING PROGRAM.

WHEREAS, pursuant to the Joint Exercise of Powers Agreement-Peninsula Corridor Project, made and entered into as of October 3, 1996, among the Santa Clara Valley Transportation Authority, formerly known as the Santa Clara County Transit District, the City and County of San Francisco and the San Mateo County Transit District, creating the Peninsula Corridor Joint Powers Board (JPB), the JPB is authorized to operate the Caltrain commuter rail service (hereinafter referred to as Caltrain) and to perform all acts deemed necessary or convenient for the exercise of its power to operate Caltrain, including making and entering into contracts;

WHEREAS, over the past several years in connection with the operation of Caltrain, the JPB has consistently purchased over four million gallons of diesel fuel each year; and

WHEREAS, staff, in conjunction with PFM Asset Management LLC and Ross Financial, studied various options for reducing volatility in the price paid for diesel fuel and assisting in the process of budgeting for fuel costs; and

WHEREAS, as a result of such study, staff recommended adoption of a Fuel Hedging Program utilizing a fuel hedge in the form of a commodity price cap; and

WHEREAS, upon the recommendation of staff, the governing body of the JPB authorized and staff implemented a Fuel Hedging Program in the form of a commodity price cap for Fiscal Years (FY) 2010, 2011, 2012, 2013 and 2014; and

WHEREAS, based on an evaluation of the Fuel Hedging Program in effect for the current fiscal year, staff recommended continuation of the Fuel Hedging Program for

the fiscal year ending June 30, 2015 (the 2015 Fuel Hedging Program), utilizing a fuel hedge in the form of a commodity price cap; and

WHEREAS, Barclays Bank PLC (Barclays Bank), which is currently rated A2/A/A, Royal Bank of Canada (RBC), which is currently rated Aa3/AA-/AA-, and Wells Fargo Bank, N.A. (Wells Fargo), which is currently rated Aa3/AA-/AA-, have expressed an interest in bidding on a commodity price cap for the 2015 Fuel Hedging Program; and

WHEREAS, in order to maintain a competitive bidding process, staff, with the advice of its above-identified Fuel Hedge Program advisors, has determined that each of the above-identified providers of commodity price caps meets the credit rating criteria specified in the revised Fuel Hedging Policy adopted by the governing body of the JPB on April 3, 2014 (hereinafter referred to as the Fuel Hedging Policy); and

WHEREAS, in connection with authorization and approval of implementation of a Fuel Hedging Program for a prior fiscal year, a form of 1992 International Swaps and Derivatives Association, Inc. (ISDA) Master Agreement, including a Schedule and Credit Support Annex thereto (hereinafter collectively referred to as the Barclays Hedging Documents) were made available to, and approved by, the governing body of the JPB; and

WHEREAS, in connection with the Fuel Hedging Program for a prior fiscal year, the JPB executed and delivered the Barclays Hedging Documents; and

WHEREAS, amendments to the previously executed Schedule and Credit Support Annex (hereinafter collectively referred to as the Barclays Amended Hedging Documents) are now required to address certain business conduct standards applicable to, and procedures required by, Barclays; and

WHEREAS, a form of each of the Barclays Amended Hedging Documents has been made available to the governing body of the JPB; and

WHEREAS, in connection with authorization and approval of implementation of a Fuel Hedging Program for a prior fiscal year, a form of ISDA Master Agreement, including a form of Schedule and a form of Credit Support Annex thereto, proposed to be entered into with Wells Fargo, were made available to, and approved by, the governing body of the JPB; and

WHEREAS, revisions to the previously approved form of Schedule and form of Credit Support Annex are now required to address certain business conduct standards applicable to, and procedures required by, Wells Fargo; and

WHEREAS, a form of ISDA Master Agreement, including a revised form Schedule and a revised form of Credit Support Annex (hereinafter collectively referred to as the Wells Fargo Hedging Documents), proposed to be entered into with Wells Fargo, have been made available to the governing body of the JPB; and

WHEREAS, a form of ISDA Master Agreement, including a Schedule and Credit Support Annex thereto (hereinafter collectively referred to as the RBC Hedging Documents) have been made available to the governing body of the JPB; and

WHEREAS, implementation of the 2015 Fuel Hedging Program will involve (i) soliciting bids from the above-identified providers of commodity price caps which have expressed an interest in bidding on the commodity price cap on substantially such terms as are set forth in the Request for Commodity Price Caps (the 2015 Program Request) prepared by PFM Asset Management LLC and Ross Financial in connection with the 2015 Fuel Hedging Program, (ii) execution and delivery of such documents as shall be required to enable each of the above-identified providers of commodity price caps to bid on the commodity price cap, (iii) the selection of a provider of commodity price caps as a cap counterparty, such selection to be made pursuant to a competitive bidding process, (iv) execution and delivery of such documents as shall be necessary to complete the commodity price cap transaction with the cap counterparty selected pursuant to such competitive bidding process, including a Confirmation (the "Confirmation"), and (v) execution and/or filing and delivery of such documentation resulting from legislation and related regulations commonly referred to as Dodd-Frank as shall be required; and

WHEREAS, it is now necessary for the governing body of the JPB to approve the form of the 2015 Program Request, to authorize the execution and delivery of the Barclays Amended Hedging Documents, the RBC Hedging Documents and the Wells Fargo Hedging Documents, to authorize the negotiation and execution and delivery of the Confirmation with the cap counterparty selected, to authorize the taking of such other actions as shall be necessary to consummate the 2015 Fuel Hedging Program and to authorize the taking of various actions necessary in connection

therewith, including, without limitation, such actions as may be necessary in connection with Dodd-Frank.

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

Section 1. **Findings.** The governing body of the JPB hereby finds and determines that the foregoing recitals are true and correct. The governing body of the JPB hereby further determines that it would be in the best interest of the JPB and in furtherance of the purposes of the JPB and the exercise of the powers of the JPB in connection with the operation of Caltrain to mitigate the risk of a rise in diesel fuel cost and to assist the JPB in its budgeting process by reducing the volatility and uncertainty in the effective cost to the JPB of diesel fuel by acquiring a commodity price cap through the implementation of the 2015 Fuel Hedging Program and the execution and delivery of such documentation as shall be required to implement such 2015 Fuel Hedging Program, including the Barclays Amended Hedging Documents, the RBC Hedging Documents, the Wells Fargo Hedging Documents, a Confirmation with the cap counterparty selected, and such documentation as is necessary in connection with Dodd-Frank.

Section 2. **Approval of the 2015 Fuel Hedging Program.** Implementation of the 2015 Fuel Hedging Program in accordance with the Fuel Hedging Policy with a cap counterparty (the Cap Counterparty) selected pursuant to a competitive bidding process and on such other terms as are acceptable to the Executive Director of the JPB (the Executive Director) or the Deputy CEO, Finance and Administration of the JPB (the Deputy CEO), with the advice of PFM Asset Management LLC (the Financial Advisor), which shall function as the designated qualified investment representative of the JPB for purposes of Dodd-Frank, is hereby authorized and approved.

Section 3. **Authorization of Execution and Delivery of 2015 Fuel Hedge Program Documentation.** The Executive Director or the Deputy CEO, each acting alone (each, an Authorized Officer) is hereby authorized and directed, for and in the name and on behalf of the JPB to execute and deliver the Barclays Amended Hedging Documents, the RBC Hedging Documents and Wells Fargo Hedging Documents (hereinafter collectively referred to as the 2015 Fuel Hedging Program Documents), each of such documents to be in substantially the form approved hereby, each of such

documents with such changes therein as the Authorized Officer executing the same, with the advice of the Financial Advisor, may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.

Each Authorized Officer is hereby authorized and directed, for and in the name and on behalf of the JPB, to execute and deliver a Confirmation to the Cap Counterparty, such Confirmation to be in such form as shall be acceptable to the Authorized Officer executing the same, with the advice of the Financial Advisor, such acceptability to be conclusively evidenced by the execution and delivery thereof.

Section 4. Ratification of Actions Relating to 2015 Fuel Hedging Program and 2015 Fuel Hedging Program Documents. All actions heretofore taken by the officers and agents of the JPB with respect to the 2015 Fuel Hedging Program are hereby ratified, confirmed, and approved. All actions heretofore taken with respect to each of the 2015 Fuel Hedging Program Documents are hereby ratified, confirmed, and approved.

Section 5. Completion of 2015 Fuel Hedging Program; Subsequent Actions. All approvals, consents, directions, notices, orders, requests and other actions permitted or required by the Confirmation or by any of the other documents authorized by this Resolution, including, without limitation, any amendments to any of the documents authorized by this Resolution, entered into or to be entered into, as applicable, and any amendments to any of the 2015 Fuel Hedging Program Documents ratified and confirmed by this Resolution, or by Dodd-Frank, may be given or taken by either Authorized Officer without further authorization or direction by the governing body of the JPB. Each Authorized Officer is hereby authorized and directed to give any such approval, consent, direction, notice, order or request and to take any such action which such Authorized Officer may deem necessary or desirable to further the purposes of this Resolution, including, without limitation, execution and delivery of any and all agreements, certificates, documents and instruments, which may be necessary or advisable to (i) effectuate the actions which the governing body of the JPB has approved in this Resolution, including payment of the premium for the commodity price cap and actions relating to Dodd-Frank, and (ii) carry out, consummate and perform the duties of the JPB set forth in the 2015 Hedging Program Documents and all other documents executed in connection with the 2015 Fuel Hedging Program.

Section 6. **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 7. **Effective Date.** This Resolution shall take effect immediately upon its passage.

Regularly passed and adopted this 1st day of May, 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: April Chan
Executive Officer, Planning and Development

SUBJECT: **AUTHORIZE ENTERING INTO A COOPERATIVE AGREEMENT WITH THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY TO PROVIDE FUNDING FOR
THE SAN JOSE DIRIDON STATION WAYSIDE POWER PROJECT**

ACTION

Staff Coordinating Council recommends the Board authorize the Executive Director, or his designee, to enter into a cooperative agreement with the Capitol Corridor Joint Powers Authority (CCJPA) to provide \$250,000 in funding from CCJPA for construction of the Wayside Power Project at the San Jose Diridon Station.

SIGNIFICANCE

The CCJPA, which operates the Capitol Corridor commuter rail service between Sacramento and San Jose, has agreed to help fund the San Jose Diridon Station Wayside Power Project. The CCJPA will provide \$250,000 toward the Wayside Power Project.

BUDGET IMPACT

The \$250,000 for the Wayside Power Project will replace previously budgeted funds approved in prior year capital budgets for that project. The total cost of the Wayside Power Project is \$2.6 million. In addition to the \$250,000, the balance of the project budget is comprised of Federal, State, and JPB local funds.

BACKGROUND

The Wayside Power Project will allow Caltrain and Capitol Corridor trains, which layover at the San Jose Diridon Station, to shut down their diesel engines and power on-board systems through the new power receptacles installed on the platforms. This will reduce diesel emissions and noise in the station area.

RESOLUTION NO. 2014-

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

* * *

**AUTHORIZATION TO ENTER INTO COOPERATIVE AGREEMENTS WITH THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY TO PROVIDE FUNDING FOR
TWO CALTRAIN CAPITAL PROJECTS**

WHEREAS, the PCJPB is a public agency existing under the laws of the State of California and operates commuter rail passenger service (Caltrain) between San Francisco Station and Gilroy Station; and

WHEREAS, Capitol Corridor Joint Powers Authority (CCJPA) is a public agency and joint powers authority created pursuant to the California Senate Bill 457 and operates the Capitol Corridor commuter rail service along its route entirely owned by host railroads, including on right of way owned by the PCJPB between the Santa Clara and San Jose Diridon stations; and

WHEREAS, because it operates on the PCJPB's right of way at and near Diridon Station, CCJPA will benefit from the JPB's Wayside Power project; and

WHEREAS, PCJPB and CCJPA have agreed in principle that CCJPA will provide partial funding for the installation of new wayside power cabinets and related equipment at Diridon Station as part of the Wayside Power project in the amount of \$250,000.

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

1. Authorizes the Executive Director, or his designee, to execute a cooperative agreement with the CCJPA to provide funding for the Wayside Power project; and
2. Authorizes the Executive Director, or his designee, to file any required documentation and to take any other actions necessary for the purpose of obtaining the funding from the CCJPA.

Regularly passed and adopted this 1st day of May, 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: 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

State Budget

The governor's May budget revision is expected to be released on May 14. Most of the transportation-related components of the budget should remain unchanged from the governor's January recommendations, but there could be some changes to funding levels based on updated fuel sales projections. The proposed cap-and-trade expenditures may also change based on feedback from local agencies, metropolitan planning organizations and the Legislature.

In April, Senate President Pro Tem Darrell Steinberg released a proposal for the long-term expenditure of cap-and-trade revenues that would offer significant benefits to transit agencies.

After setting aside annual appropriations to reduce emissions through clean vehicles and energy efficiency programs, Steinberg's proposal would invest all remaining revenues in transportation-related programs that support transit operations and connectivity; rail modernization; bike, pedestrian and road improvements and the creation of housing opportunities near transit and job centers.

Under the plan, 40 percent of these revenues would be used to support regional efforts to comply with State law that calls for reducing emissions by focusing growth near transit centers and improving transit services to accommodate that growth. These funds could be used to create housing opportunities along the Caltrain corridor where residents would have convenient, walkable access to public transportation.

Thirty percent would be guaranteed to support transit operations, helping agencies like Caltrain maintain and increase service to meet existing and future demand.

Twenty percent would be reserved annually for rail modernization, including high-speed rail, and would be eligible to upgrade the Caltrain corridor and enhance capacity on a system where ridership demand is rapidly outpacing the maximum capacity of the railroad.

Finally, 10 percent of the funding would be made available to maintain and upgrade state highways like El Camino Real, creating opportunities for bicycle and pedestrian improvements that make it more convenient to use non-motorized transportation.

Based on the Legislative Analyst's projections, the 30 percent set-aside for transit could eventually result in over \$1.3 billion. Based on historical State Transit Assistance allocations, a program of this size could support annual Caltrain allocations of up to \$15 million per year.

FEDERAL ISSUES

Minimum Crew Standards Notice of Proposed Rule Making

The Federal Railroad Administration announced that they will be releasing a proposed rule that required a minimum crew size on some freight and passenger rail services.

The announcement specifically mentions that the rule will apply to freight rail operations carrying crude oil, but does not clarify how the rule will impact passenger service.

Staff will be working with our legislative advocates and other passenger rail operators to weigh in when details about the proposed rule are released.

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

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 4-22-14**

Bill ID/Topic	Location	Summary	Position
<p>AB 26 Bonilla D</p> <p>Construction: prevailing wage and mechanics liens.</p>	<p>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>	<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 post construction 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. This bill contains other related provisions and other existing laws. Last Amended on 3/18/2014</p>	
<p>AB 194 Campos D</p> <p>Open meetings: actions for violations.</p>	<p>SENATE G. & F. 2/6/2014 - Referred to Com. on GOV. & F.</p>	<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. Last Amended on 1/27/2014</p>	

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 4-22-14**

<p>AB 418 Mullin D</p> <p>Local government: special tax, assessment, or property-related fee.</p>	<p>ASSEMBLY UNFINISHED BUSINESS 4/3/2014 - From committee: That the Senate amendments be concurred in. (Ayes 7. Noes 2.) (April 2).</p> <p>4/24/2014 #24 ASSEMBLY UNFINISHED BUSINESS CONCURRENCE IN SENATE AMENDMENTS</p>	<p>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 storm water pollution within that county.</p> <p>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 storm water management programs, as prescribed. This bill contains other related provisions. Last Amended on 2/10/2014</p>	
<p>AB 515 Dickinson D</p> <p>Environmental quality: California Environmental Quality Act: writ of mandate.</p>	<p>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.</p>	<p>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.</p> <p>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. Last Amended on 3/17/2014</p>	

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 4-22-14**

<p>AB 1501 Patterson R</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 4/21/2014 - In committee: Reconsideration granted.</p> <p>4/28/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, L OWENTHAL, Chair</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. 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. Last Amended on 3/13/2014</p>	
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**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 4-22-14**

<p>AB 1536 Olsen R</p> <p>Public transportation employees: strikes: prohibition.</p>	<p>ASSEMBLY P.E.,R. & S.S. 3/27/2014 - In committee: Set, first hearing. Hearing canceled at the request of author.</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>AB 1556 Perea D</p> <p>Unemployment insurance.</p>	<p>SENATE RLS. 4/21/2014 - In Senate. Read first time. To Com. on RLS. for assignment.</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 seven 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 seven languages, other than English, most commonly used by unemployment insurance applicants and claimants. This bill contains other related provisions and other existing laws. Last Amended on 3/17/2014</p>	

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<p>AB 1897 Hernández, Roger D</p> <p>Labor contracting; client liability.</p>	<p>ASSEMBLY L. & E. 4/21/2014 - Re-referred to Com. on L. & E.</p> <p>4/23/2014 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LABOR AND EMPLOYMENT, HERNÁNDEZ, Chair</p>	<p>Existing law regulates the terms and conditions of employment and establishes specified obligations of employers to employees. Existing law prohibits a person or entity from entering into a contract for labor or services with a construction, farm labor, garment, janitorial, security guard, or warehouse contractor, if the person or entity knows or should know that the contract or agreement does not include sufficient funds for the contractor to comply with laws or regulations governing the labor or services to be provided.</p> <p>This bill would require a client employer, as defined, to share with a labor contractor all civil legal responsibility and civil liability for the payment of wages, the failure to report and pay all required employer contributions, worker contributions, and personal income tax withholdings, and the failure to obtain valid workers' compensation coverage. The bill would define a client employer as an individual or entity that obtains or is provided workers to perform labor or services within the usual course of business of the individual or entity from a labor contractor. The bill would define a labor contractor as an individual or entity that supplies workers, by contract or otherwise, to perform labor or services within the usual course of business for a client employer. The bill would specify that it does not prohibit client employers and labor contractors from mutually contracting for otherwise lawful remedies for violations of its provisions by the other party. The bill would require a client employer or labor contractor to provide to a requesting enforcement agency or department, and make available for copying, information required to verify compliance with applicable state laws. The bill would authorize the Labor Commissioner, the Division of Occupational Safety and Health, and the Employment Development Department to adopt necessary regulations and rules to administer and enforce the bill's provisions. The bill would provide that waiver of its provisions is contrary to public policy, void, and unenforceable. Last Amended on 4/10/2014</p>	<p style="text-align: center;">Oppose</p>
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<p>AB 2021 Gordon D</p> <p>San Mateo County Transit District.</p>	<p>SENATE RLS. 4/21/2014 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<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. Last Amended on 3/17/2014</p>	<p style="text-align: center;">Support</p>
<p>AB 2046 Gomez D</p> <p>Joint exercise of powers: financing.</p>	<p>ASSEMBLY THIRD READING 4/21/2014 - Read second time. Ordered to third reading.</p> <p>4/24/2014 #64 ASSEMBLY ASSEMBLY THIRD READING FILE</p>	<p>The Joint Exercise of Powers Act authorizes the legislative or other governing bodies of two 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 meet certain conditions. This bill contains other related provisions. Last Amended on 3/24/2014</p>	
<p>AB 2170 Mullin D</p> <p>Joint powers authorities: common powers.</p>	<p>ASSEMBLY THIRD READING 4/7/2014 - Read second time. Ordered to third reading.</p> <p>4/24/2014 #36 ASSEMBLY ASSEMBLY THIRD READING FILE</p>	<p>Existing law provides that two 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>	

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<p>AB 2198 Levine D</p> <p>Mental health professionals: suicide prevention training.</p>	<p>ASSEMBLY B.,P. & C.P. 4/22/2014 - In committee: Set, first hearing. Hearing canceled at the request of author.</p> <p>4/29/2014 9 a.m. - State Capitol, Room 447 ASSEMBLY BUSINESS, PROFESSIONS AND CONSUMER PROTECTION, BONILLA, Chair</p>	<p>Existing law provides for the licensure and regulation of various professionals who provide mental health-related services, including psychologists, marriage and family therapists, educational psychologists, professional clinical counselors, and clinical social workers. Under existing law, an applicant for licensure in these professions is required to complete certain coursework or training in order to be eligible for a license. Existing law also requires these professionals to participate in continuing education as a prerequisite for renewing their license.</p> <p>This bill would require a psychologist, marriage and family therapist, educational psychologist, professional clinical counselor, and clinical social worker who began graduate study on or after January 1, 2016, to complete a minimum of 15 contact hours of coursework in suicide assessment, treatment, and management before he or she may be issued a license. The bill would also require, commencing January 1, 2016, a person licensed in these professions who began graduate study prior to January 1, 2016, to take a six-hour continuing education course in suicide assessment, treatment, and management in order to renew his or her license. Last Amended on 4/21/2014</p>	<p>Support</p>
<p>AB 2226 Morrell R</p> <p>Eminent domain: local public entities.</p>	<p>ASSEMBLY PRINT 2/21/2014 - From printer. May be heard in committee March 23.</p>	<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 non-substantive, technical change to these provisions.</p>	

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<p>AB 2445 Chau D</p> <p>Community colleges: transportation fees.</p>	<p>ASSEMBLY THIRD READING 4/3/2014 - Read second time. Ordered to third reading.</p> <p>4/24/2014 #32 ASSEMBLY ASSEMBLY THIRD READING FILE</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 style="text-align: center;">Support</p>
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<p>AB 2471 Frazier D</p> <p>Public contracts: change orders.</p>	<p>ASSEMBLY A. & A.R. 4/8/2014 - Re-referred to Com. on A. & A.R.</p> <p>4/30/2014 9 a.m. - State Capitol, Room 444 ASSEMBLY ACCOUNTABILITY AND ADMINISTRATIVE REVIEW, FRAZIER, Chair</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 percent of the percentage of actual work completed, and authorizes the Department of General Services to withhold not more than 5 percent of the contract price until final completion and acceptance of the project, except as specified.</p> <p>This bill would require a public entity, as defined, 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, if this requirement is not met, make the public entity 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. The bill would also authorize an original contractor to present to the public entity a request for a change order for extra work performed by a subcontractor, including a lower tier subcontractor. It would also authorize a subcontractor to request that an original contractor present a change order request for extra work directed by the public entity that was performed by the subcontractor or lower tier subcontractor. The bill would require the original contractor to notify the subcontractor as to whether the original contractor presented the request to the public entity, as specified. Last Amended on 4/7/2014</p>	<p style="text-align: center;">Oppose</p>
<p>AB 2639 Lowenthal D</p> <p>State freight plan.</p>	<p>ASSEMBLY PRINT 2/24/2014 - Read first time.</p>	<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 non-substantive changes to these provisions.</p>	

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<p>AB 2650 Conway R</p> <p>Bonds: transportation.</p>	<p>ASSEMBLY TRANS. 3/17/2014 - Referred to Com. on TRANS.</p> <p>4/28/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, L OWENTHAL, Chair</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. 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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<p>AB 2651 Linder R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>ASSEMBLY TRANS. 4/21/2014 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<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>	
<p>HR 29 Gomez D</p> <p>Relative to outsourcing public services.</p>	<p>ASSEMBLY ADOPTED 4/3/2014 - Read. Amended. Adopted. (Ayes 44. Noes 22. Page 4332.)</p>	<p>The Assembly opposes outsourcing of public services and assets, which harm transparency, accountability, shared prosperity, and competition, and supports processes that give public service workers the opportunity to develop their own plan on how to deliver cost-effective, high-quality services. The Assembly urges local officials to become familiar with the provisions of the Taxpayer Empowerment Agenda. The Assembly intends to introduce and advocate for responsible outsourcing legislation. Last Amended on 4/3/2014</p>	

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<p>SB 674 Corbett D</p> <p>California Environmental Quality Act: exemption: residential infill projects.</p>	<p>ASSEMBLY DESK 1/23/2014 - In Assembly. Read first time. Held at Desk.</p>	<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 percent of the total building square footage of the project. This bill contains other related provisions and other existing laws. Last Amended on 1/6/2014</p>	
<p>SB 785 Wolk D</p> <p>Design-build.</p>	<p>ASSEMBLY DESK 1/27/2014 - In Assembly. Read first time. Held at Desk.</p>	<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. Last Amended on 1/14/2014</p>	<p style="text-align: center;">Support</p>

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<p>SB 792 DeSaulnier D</p> <p>Regional entities: San Francisco Bay Area.</p>	<p>ASSEMBLY DESK 1/28/2014 - In Assembly. Read first time. Held at Desk.</p>	<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. Last Amended on 1/27/2014</p>	
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<p>SB 901 Vidak R</p> <p>High-speed rail: funding.</p>	<p>SENATE T. & H. 4/22/2014 - Action From T. & H.: Reconsideration granted.</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. Last Amended on 4/7/2014</p>	<p style="text-align: center;">Oppose</p>
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<p>SB 902 Vidak R</p> <p>High-speed rail: eminent domain.</p>	<p>SENATE T. & H. 4/22/2014 - Action From T. & H.: Reconsideration granted.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed 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. Last Amended on 4/7/2014</p>	<p>Oppose</p>
<p>SB 903 Vidak R</p> <p>High-speed rail: property tax revenues.</p>	<p>SENATE T. & H. 4/22/2014 - Action From T. & H.: Reconsideration granted.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed 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 regard 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. Last Amended on 4/7/2014</p>	<p>Oppose</p>

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<p>SB 904 Vidak R</p> <p>High-speed rail: private property: owner consent.</p>	<p>SENATE T. & H. 4/22/2014 - Action From T. & H.: Reconsideration granted.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed 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 that 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, identify himself or herself to the property owner and obtain the consent of the property owner, as specified. This bill contains other related provisions. Last Amended on 4/7/2014</p>	<p>Oppose</p>
<p>SB 969 DeSaulnier D</p> <p>Public works.</p>	<p>SENATE T. & H. 4/3/2014 - 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 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>	<p>Oppose</p>

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<p>SB 990 Vidak R</p> <p>Transportation funds: disadvantaged small communities.</p>	<p>SENATE T. & H. 4/21/2014 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</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 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 percent of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75 percent 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 no less than 5 percent of funds available for regional improvement projects to be programmed in the regional transportation improvement program for 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. Last Amended on 4/21/2014</p>	
<p>SB 1064 Hill D</p> <p>Public Utilities Commission: railroads: natural gas pipelines: safety.</p>	<p>SENATE APPR. 4/11/2014 - Set for hearing April 28.</p> <p>4/28/2014 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, 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 rail safety.</p> <p>This bill would enact similar provisions applicable to NTSB safety recommendations and Federal Transit Administration (FTA) safety advisories concerning rail facilities. 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. Last Amended on 4/8/2014</p>	

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<p>SB 1077 DeSaulnier D</p> <p>Vehicles: mileage-based fee pilot program.</p>	<p>SENATE T. & H. 4/21/2014 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</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 establishes the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun.</p> <p>This bill would require the agency to develop, by January 1, 2016, a pilot program designed to assess specified issues related to implementing a mileage-based fee (MBF) in California to replace the state's existing fuel excise tax. The bill would require the agency, at a minimum, to assess certain issues related to implementing an MBF, including, among others, different methods for calculating mileage and collecting road use information, processes for managing, storing, transmitting, and destroying data to protect the integrity of the data and ensure drivers' privacy, and costs associated with the implementation and operation of the MBF system, as specified. 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, 2017 . The bill would require the report to include, among other things, recommendations on how best to implement an MBF, as specified, and recommendations regarding public and private agency access to MBF data that ensures privacy rights as protected by the California Constitution. The bill would repeal these provisions on January 1, 2018. Last Amended on 4/21/2014</p>	
<p>SB 1145 Corbett 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>	

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<p>SB 1156 Steinberg D</p> <p>California Carbon Tax Law of 2014.</p>	<p>SENATE G. & F. 4/2/2014 - Set, first hearing. Hearing canceled at the request of author.</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>	
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<p>SB 1204 Lara D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>SENATE E.Q. 4/21/2014 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.</p> <p>4/30/2014 9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, HILL, 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 technologies and related projects, as specified, with priority to be given to certain projects, including projects that benefit disadvantaged communities. The program would be administered by the state board, in conjunction with the State Energy Resources Conservation and Development Commission. The bill would require the state board, in consultation with the commission, to create a multiyear framework and plan, and to adopt guidelines for implementation of the program. Last Amended on 4/21/2014</p>	
<p>SB 1350 Lara D</p> <p>Baby diaper changing accommodations</p>	<p>SENATE T. & H. 4/21/2014 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</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 needs of the public at peak hours.</p> <p>This bill would require the California Building Standards Commission to develop and adopt standards governing the installation of baby diaper changing accommodations for restroom facilities in a place of public accommodation after January 1, 2017, as specified. The bill would require the commission to require, when developing the building standards that any place of public accommodation that installs a baby diaper changing accommodation ensures that the accommodation is equally available or provided regardless of the gender for which the restroom facilities are designed. This requirement would only apply under specified circumstances, including when there is construction of a new restroom or substantial renovation of a restroom, as specified. The bill would authorize the commission, in adopting this standard, to consult with the State Architect, the State Department of Housing and Community Development, the Office of Statewide Health Planning and Development, and other interested parties. The bill would also authorize the commission to expend funds from the Building Standards Administration Special Revolving Fund, upon appropriation as specified, for the development and adoption of these standards. This bill contains other existing laws. Last Amended on 4/21/2014</p>	

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<p>SB 1433 Hill D</p> <p>Local Agency Public Construction Act: transit design-build contracts.</p>	<p>SENATE APPR. 4/22/2014 - Action From T. & H.: Do pass.To APPR..</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>	<p style="text-align: center;">Support</p>
<p>SCA 4 Liu D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>SENATE APPR. 8/29/2013 - Re-referred to Com. on APPR.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55 percent 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 percent 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 percent 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, non-substantive changes. Last Amended on 8/28/2013</p>	<p style="text-align: center;">Support</p>

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<p>SCA 8 Corbett D</p> <p>Transportation projects: special taxes: voter approval.</p>	<p>SENATE APPR. 8/29/2013 - Re-referred to Com. on APPR.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55 percent 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 percent of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. The measure would also make conforming and technical, non-substantive changes. Last Amended on 5/21/2013</p>	<p style="text-align: center;">Support</p>
<p>SCA 9 Corbett D</p> <p>Local government: economic development: special taxes: voter approval.</p>	<p>SENATE APPR. 6/27/2013 - Re-referred to Com. on APPR.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55 percent 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 percent of its voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, non-substantive changes. Last Amended on 5/21/2013</p>	
<p>SCA 11 Hancock D</p> <p>Local government: special taxes: voter approval.</p>	<p>SENATE APPR. 6/27/2013 - Re-referred to Com. on APPR.</p>	<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. This measure would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55 percent of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, non-substantive changes. Last Amended on 5/21/2013</p>	<p style="text-align: center;">Support</p>