



AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

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

April 7, 2016 – Thursday

10:00 a.m.

- 1. Pledge of Allegiance
- 2. Call to Order/Roll Call
- 3. Public Comment
Public comment by each individual speaker shall be limited to two minutes
- 4. Consent Calendar MOTION
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a) Approval of Minutes of March 3, 2016
 - b) Acceptance of Statement of Revenues and Expenses for February 2016
- 5. Chairperson's Report
- 6. Report of the Citizens Advisory Committee INFORMATIONAL
- 7. Report of the Executive Director INFORMATIONAL
 - a) Caltrain Modernization Update
- 8. Key Caltrain Performance Statistics February 2016 INFORMATIONAL
- 9. Authorize Award of Contract to DMZ Builders for the Terminal Stations Departure Monitors Project in the Total Amount of \$715,000 RESOLUTION
- 10. Authorize Award of Contract to Agbayani Construction Corporation for the Right of Way Fencing Project in the Total Amount of \$1,259,516 RESOLUTION
- 11. Authorize Amendment of Professional Services Agreement with Transportation Consultant, LLC to Provide Continuation of Michael Burns' Services as Chief Caltrain Modernization Officer at an Additional Cost of up to \$202,000 for 12 Months RESOLUTION
- 12. 2015 Customer Satisfaction Survey Results INFORMATIONAL
- 13. Assessment of the Fiscal Year 2016 Fuel Hedging Program INFORMATIONAL
- 14. Legislative Update INFORMATIONAL

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

Peninsula Corridor Joint Powers Board
April 7, 2016 Agenda

15. Correspondence

16. Board Member Requests

17. Date/Time of Next Regular Meeting: Thursday, May 5, 2016,
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(d)(1): Town of Atherton, et al vs. Peninsula Corridor
Joint Powers Board. Case No. CIV532457
- b) Closed Session: Conference with Legal Counsel - Existing
Litigation Pursuant to Government Code Section
54956.9(d)(1): Victoria Dermeg v. Peninsula Corridor Joint
Powers Board, et al., San Mateo County Superior Court, Case
No. CIV 536160

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. Communications to the Board of Directors can be e-mailed to board@caltrain.com.

Location, Date and Time of Regular Meetings

Regular meetings are held at the 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 OF MARCH 3, 2016

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

STAFF PRESENT: J. Averill, M. Bouchard, J. Cassman, A. Chan, C. Fromson, G. Harrington, J. Hartnett, C. Harvey, E. Kay, M. Martinez, N. McKenna, M. Simon, P. Skinner, S. van Hoffen

Chair Perry Woodward called the meeting to order at 10:01 a.m. and led the Pledge of Allegiance.

PUBLIC COMMENT

Adam Marchacos, San Carlos, said he started a meditation center near the San Carlos Caltrain Station. The noise level at the station has increased over the last few months. The announcements are incessant and occur even when there is no one at the station. He asked how to eliminate the voices and who he could talk to make the announcements less intrusive to the people on the street. There is no standardization about when the horns are blown and the level of noise is inconsistent. Some are quiet and some just blare. Jim Hartnett, Executive Director, said staff will follow up with Mr. Marchacos.

Roland Lebrun, San Jose, said two locomotives blew up after the Super Bowl. These are two out of the 29 that should have been replaced. He asked what the plan is and if the Electric Multiple Unit (EMU) procurement will be accelerated. He said the train at Sunnyvale left people on the platform because it was too full. This was a bullet train. He asked why a five-car Gallery consist was being run when it should have been a six-car Bombardier consist. He said the public has not received a Quarterly Capital Project Report for over six months. This makes it impossible for the public to alert the Board of serious issues with projects getting out of control or other issues.

Jeff Carter, Millbrae, said he saw construction in the lobby. He said city halls and other places don't have anything like what is happening in the lobby of this building. The new timetable just came out, but another one will come out in the next few months with other minor adjustments. He asked what the adjustments are and when it will be available for public review. It looked like things went well during the Super Bowl. There were a lot of people using the train on Saturday, but not as many on Sunday. Caltrain handled it fairly well.

CONSENT CALENDAR

Public Comment

Roland Lebrun, San Jose, said on page 1 where he said "The investment portfolio last year had \$18 million in cash reserves and now has \$14 million" should read \$80 million and \$40 million. He asked if high-speed rail (HSR) expenditures are being front-ended because the Proposition 1A funds are being blocked in court.

- a) Approval of Minutes of February 4, 2016
- b) Acceptance of Statement of Revenues and Expenses for January 2016

Motion/Second: Cisneros/Gee

Ayes: Cisneros, Cohen, Gee, Guilbault, Peralez, Ramos, Yeager, Woodward

Absent: Tissier

CHAIRPERSON'S REPORT

None

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)

Jonathan Berk, CAC member, said:

- The CAC has a vacancy and the members are willing to help the Board fill the vacancy as soon as possible.

Director Adrienne Tissier arrived at 10:11 a.m.

- He has noticed some positive change since he reported customer service issues to the Board, but the CAC is still concerned about the issues.
- It does not make sense not to experiment with the expansion of express train service and he can't understand why it can't happen.
- The way Caltrain responds to breakdowns and emergencies has gotten better, but there is a long way to go and it is important that it become a high priority. Caltrain should respond to things in a way that makes the customer experience better, not worse.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Hartnett said:

- Caltrain Modernization (CalMod) Update
 - The Local Policy Maker Group (LPMG) meets every month alternating between electrification and California High-speed Rail Authority (CHSRA) topics. They met on February 25 and received presentations on the Communications-based Overlay Signal System (CBOSS)/Positive Train Control project and the electrification quarterly update. The LPMG also discussed the need for coordinated grade separation planning efforts throughout the corridor. The LPMG will next meet on March 24.
 - The CHSRA business plan has been revised to shift the initial operating segment for HSR north from Bakersfield to San Jose rather than from Fresno to Los Angeles. It does not change the timing, schedule or status of State funding for the Caltrain electrification project, but it does reinforce the need to electrify the corridor to extend the project north to San Francisco in order to capture ridership demand, which is critical to the overall HSR project's success.
 - There was a belief the Proposition 1A bond funds would be available as of July 1, but the bonds have not yet been sold for electrification or other projects. The bond sale may be scheduled for the fall. Staff have had discussions with CHSRA, the State Department of Finance, the Metropolitan Transportation Commission (MTC), and Brian Kelly, Secretary

of Transportation. Mr. Kelly reiterated the State commitment to fund the project and that electrification is a State priority. MTC reiterated electrification is an important regional priority and expressed their support. The Federal government has expressed tremendous trust and confidence in the project. An application for Core Capacity Grant funds has been submitted and the Federal government has authorized the JPB to receive approximately \$73 million from prior-appropriated funds for the project. There is also a line item in the president's recommended budget for Core Capacity funding. It is subject to Congressional appropriation.

- The fare changes were effective February 28 including a 50-cent increase in the base Caltrain fare with a Clipper Card discount remaining at 15 percent, an increase in daily parking from \$5 to \$5.50 and monthly parking from \$50 to \$55.
- The Caltrain annual counts are underway and are anticipated to be completed in mid-March.
- The Caltrain timetable has been updated and finalized in an attempt to improve the customer experience and service reliability. The timetable will be effective April 4. There are no additional trains or station stops. The update is to conform to the reality of the actual service.
- All five six-car Bombardier trains sets will be updated on April 4 to have three bike cars increasing the bicycle capacity from 48 to 72 bikes.
- During Super Bowl week, Caltrain carried almost 67,000 additional riders, and on Super Bowl Sunday Caltrain carried over 9,000 additional riders.
- Eli Kay, the new Chief Financial Officer, was introduced.
- Director Raul Peralez was presented with a hard hat for his head-end trip on Caltrain.

Public Comment

Andy Chow, Redwood City, said he has not been riding frequently, but whenever he does he can feel the crowding is severe. The agency needs to address this situation and find a solution by mid-year. He said the JPB should add an additional car to every train to make all train sets six cars. The JPB should get new ticket vending machines. All tickets will be Clipper based, but it is difficult to get a new Clipper Card and add value, so this needs to be addressed. There should be better bike storage facilities such as electronic lockers. Bike riders want more capacity on the train, and that is difficult to do, but bike parking should be easy to address.

Roland Lebrun, San Jose, said Proposition 1A funds have to be matched. The problem is the JPB used the Federal Transit Administration (FTA) funding to do it, but the FTA funding was supposed to be dedicated to new rail cars. He recommended terminating the Memorandum of Understanding (MOU) and going to the FTA to ask for help to fund new trains. He said Michael Burns, Interim Chief Officer, Caltrain Planning/CalMod Program, has another contract with Honolulu Area Rapid Transit, so he is only working here 20 hours a week. He has not been at any meetings. There is an item for closed session about arbitration for 4th and King. He asked why the JPB is even thinking about electrifying this because it will be a waste of \$100 million. He said Hillsdale and Diridon should not be electrified yet, either.

Adina Levin, Friends of Caltrain, said in order to deliver a good Caltrain schedule in a blended system with CHSRA, the set of improvements needs to be refined from the

planning process that is underway and clarified in the business plan. The business plan does not include funding regarding capacity to make up for lost seats to provide platform compatibility, or the deferred investment in the downtown extension.

KEY CALTRAIN PERFORMANCE STATISTICS – JANUARY 2016

Michelle Bouchard, Chief Operating Officer, Rail, said:

- o Average weekday ridership in January was 56,012, a 3.4 percent increase over last January.
- o On-time performance (OTP) was 93.3 percent in January, an increase of 2 percent over last January. The removal of slow orders and single tracking due to completion of some of the San Mateo bridges replacements will improve the OTP.
- o February OTP was not as good due in part to a series of mechanical failures. Staff has met to decide how to troubleshoot, preclude, or identify root causes and address small problems that could become large problems if not immediately dealt with.

Public Comment

Roland Lebrun, San Jose, said putting band aids on 30-year-old machines for the next five to six years is not going to work. Ridership was growing at 10 percent compounded for the last three years and it started slowing down to 3 percent last year. Now it is down to 1 percent. Ridership cannot grow anymore. When people get left on the platform, with the low gas prices they will give up on Caltrain and start driving. On top of this the fares were just increased. If ridership starts dropping and the farebox starts dropping, he asked where it will leave Caltrain financially.

AUTHORIZE SUPPORT OF AN APPLICATION AND EXECUTION OF A FUNDING AGREEMENT WITH THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY AND THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS FOR UP TO \$2,912,680 FOR SAN MATEO COUNTY SHUTTLE PROGRAM FUNDS AND COMMIT UP TO \$1,753,420 IN MATCHING FUNDS FOR THE CALTRAIN SHUTTLE PROGRAM

Ms. Bouchard said this is for support of the bi-annual application for the San Mateo County portion of the Caltrain shuttles. These shuttles are a key last-mile connection that gets Caltrain riders to their final destinations. This application is slightly larger due to decreasing Bay Area Air Quality Management District contributions.

Motion/Second: Gee/Guilbault

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

AUTHORIZE AWARD OF CONTRACT TO DV ELECTRIC, CO. FOR SANTA CLARA STATION CLOSED-CIRCUIT TELEVISION (CCTV) IMPROVEMENTS IN THE TOTAL AMOUNT OF \$116,000

Gigi Harrington, Deputy CEO, said this is to put CCTVs in the Santa Clara Caltrain Station. This location was identified through a threat and vulnerability assessment. The funding is from Proposition 1B. A normal competitive procurement was conducted. DV Electric, Co. is a small business enterprise.

Motion/Second: Cisneros/Gee

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

AUTHORIZE AWARD OF CONTRACTS TO PROVIDE ON-CALL RAILROAD BUSINESS AND OPERATIONS SUPPORT SERVICES FOR AN AGGREGATE NOT-TO-EXCEED COST OF \$32,086,200 FOR SIX-YEAR TERMS

Ms. Harrington said this was a Request for Proposals (RFP) process and the proposers could apply for one role or multiple roles. The work will be issued on a work directive basis. The services are divided into four categories for specialized services and skills that the JPB does not have on staff.

Public Comment

Roland Lebrun, San Jose, said Parsons Brinckerhoff, Inc. should be dropped off the list because they are the CHSRA rail delivery partner and have a seven-year \$700 million contract, which is a conflict of interest. He said LTK Engineering Services should be removed because two years ago they took over the CBOSS project from AECOM through these on-call contracts and the Board were never notified that this happened. These same contracts were used by LTK Engineering Services to draft the RFP for the EMU procurement, which resulted in them being the sole bidder. The contract started as \$44 million and now it is up to \$65 million. Systra should be added to the list because they have unequalled signaling expertise including increasing line capacity and designing a signaling system that is capable of avoiding collisions when the tracks are obstructed. He said he would like to have a list of the staff on the evaluation committee so he can brief the Board on whether they were qualified to make this recommendation.

Motion/Second: Cisneros/Tissier

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

AUTHORIZE DELEGATION OF AUTHORITY (DOA) TO THE EXECUTIVE DIRECTOR TO EXECUTE CONTRACTS WITH VALUES OF UP TO \$100,000

Peter Skinner, Manager, Grants and Fund Programming, said this action will provide delegated authority to the Executive Director for various grant agreements, funding agreements, MOUs, interagency agreements, and cooperative agreements valued up to \$100,000 per contract. There has been a long-standing DOA for the executive director to execute procurement contracts and certain limited-term real estate agreements, but he does not have the authority to enter into small-value contracts. This action will streamline the approval process. To ensure transparency, the Board will receive a summary of these agreements entered into on a quarterly basis in their Reading File or as an information item on the agenda.

Director Joël Ramos asked what the process was to arrive at \$100,000 and why the amount is not bigger. He wants to make sure the authority has been given to move the projects along as quickly as possible. He said \$100,000 does not go very far. He said he would not want staff to come to the Board all the time for things that seem relatively trivial. Mr. Skinner said the amount is based on the delegated authority for procurement contracts. He looked at other types of small dollar-value agreements with other agencies and the majority were well under \$100,000. Staff thought it would be best to stick with the existing DOA limits. He said the Board can always revisit this if a number of larger agreements come in. Based on the types of agreements the JPB enters into on an annual basis, this seems to be a reasonable amount.

Director Ramos said staff should keep in mind the potential to increase this amount to expedite these agreements.

Motion/Second: Tissier/Cisneros

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

LEGISLATIVE UPDATE

Casey Fromson, Acting Manager, Government Affairs, provided the following update:

State

Assembly Bill 2013 would raise the minimum threshold required for bidding contracts to \$100,000 and for supplies and equipment to \$150,000. The reason is because the current cost of preparing the bills is excessive of the amount of the contract level.

Senate Bill 824 would create flexible spending to allow transit agencies to roll over Cap and Trade funding allocations from one year to the next.

Federal

The Caltrain electrification project is the only project in California that is part of the Core Capacity Program, so there is tremendous support from the Federal delegation for this project.

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

None

DATE/TIME/PLACE OF NEXT REGULAR MEETING

The next meeting will be Thursday, April 7, 2016, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

GENERAL COUNSEL REPORT

Public Comment

Roland Lebrun, San Jose, thanked the JPB concerning parcel numbers 434-26-019 and 434-26-026 for collaborating with the city of San Jose and considering the connection to Alma Avenue, which is currently the only way to connect to the Guadalupe Bike Trail and Three Creeks Trail western alignment. He said the arbitration regarding the option to purchase San Francisco Caltrain Station is open litigation. The expectation from public for open litigation items is the court and case number are disclosed. He said staff should look at the CHSRA agenda and follow that example.

Recessed to closed session at 10:54 a.m.

Reconvened to open session at 11:39 a.m.

Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Town of Atherton, et al vs. Peninsula Corridor Joint Powers Board. Case No. CIV532457

Closed Session: Conference with Real Property Negotiators Pursuant to Government Code Section 54956.8

Property: APN 434-26-019 and APN 434-26-026

Agency Negotiators: Joan L. Cassman and Brian W. Fitzpatrick

Negotiating Parties: JPB and Union Pacific Railroad

Under Negotiation: Price and Terms of Contract

Closed Session: Conference with Legal Counsel - Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Arbitration Regarding Option to Purchase San Francisco Caltrain Station

Closed Session: Conference with Legal Counsel - Anticipated Litigation Pursuant to Government Code Section 54956.9(d)(4): One Potential Case

Joan Cassman, Legal Counsel, said there are no reportable actions relative to the four items discussed in closed session.

Adjourned at 11:39 a.m.

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **KEY CALTRAIN PERFORMANCE STATISTICS FEBRUARY 2016**

In February 2016, Caltrain's average weekday ridership (AWR) was 61,403, which is an increase of 5,262 or 9.4 percent more than the February 2015 AWR of 56,141. The total number of passengers who rode Caltrain in February 2016 was 1,551,787, which is 13.9 percent more than February 2015 ridership of 1,362,580. Fare box revenue increased 9.4 percent over February 2015.

On-time performance (OTP) for February 2016 was 90.5 percent, which is higher than the 88.1 percent OTP for February 2015. When trains arriving within 10 minutes of the scheduled arrival time are included, OTP rises to 95.7 percent. In fact, 55 percent of all delayed trains arrived at the final destination within 10 minutes of the scheduled time. Overall in February 2016, there were 1,661 mechanical minutes of delay compared with 921 mechanical minutes of delay in February 2015. There was one day that operated with 100 percent of the trains on time and 10 additional days with 95 percent or better OTP.

Looking at customer service statistics, there were 9.4 complaints per 100,000 passengers in February 2016. This is lower than the 12.3 complaints in February 2015, but higher than the 8.7 complaints from the previous month in January 2015.

Shuttle ridership for February 2016 is up 19.2 percent from February 2015. When comparing the same shuttle routes as last year and the Marguerite shuttles are removed, overall shuttle ridership decreased 2.4 percent under February 2015. For the station shuttles, the Millbrae-Broadway shuttle averaged 209 daily riders. The Belmont-Hillsdale shuttle averaged 64 daily riders. The weekend Tamien-San Jose shuttle averaged 102 riders per day.

Caltrain Promotions – February 2016

Super Bowl 50 – Super Bowl (SB) 50 delivered a week of huge headliners, a great game and Peyton Manning's career capping final victory. The big game for the Bay Area's public transit systems was serving crowds traveling to events all along the Peninsula throughout the week while maintaining service for our regular commuter.

Caltrain rose to the challenge, leaving thousands of new and current customers and many out-of-town visitors impressed with the Peninsula's rail service. The Super Bowl 50 promotion plan focused on communicating service options to local NFL fans and out-of-town guests and providing information for existing customers about potential commute impacts.

The Marketing and Communications team produced print and digital advertising campaigns with the San Francisco Chronicle and the Bay Area News Group. The communications effort also included targeted digital and social media buys geo-targeting fans of both teams and the entire Bay Area. Digital display ads received 125,583 impressions with a click-through rate (CTR) of .11 percent while social engagement ads delivered 178,040 impressions with an impressive CTR of 3.05 percent. It also resulted in 79 page likes and 6,282 website clicks. Industry average CTR is 1 percent. Search Engine Marketing/Search Engine Optimization delivered 241,619 impressions with a CTR of 2.81 percent. Some of the top keyword performance searches divided by the number of impressions had CTRs as high as 14 percent. Search engine marketing was an important strategy to include into the mix based on the number of visitor and riders not familiar with Caltrain service. Overall, this campaign proved to be successful in driving traffic to our SB50 website, "likes" on our social platform and getting riders on the train. The Caltrain website received over 102,000 visits from January 8 – February 8.

Finally, Caltrain commuters and local tourist organizations and hotels received copies of the Super Bowl 50 brochure. Caltrain also used conductor announcements, platform announcements and visual messaging to communicate with commuters regarding service impacts and special events. All of the information was also available on Caltrain.com.

Caltrain saw a steady increase in special event ridership throughout the week, leading to exceptionally heavy loads on pre-Super Bowl Saturday resulting from the many pre-event activities in San Francisco including Super Bowl City, an Alicia Keys concert and "The Night Before" at AT&T Park. On Saturday, Caltrain carried more than 29,000 riders and an additional 9,262 passengers rode on Super Bowl Sunday. This represents an increase of more than 47 percent compared to an average weekend.

To promote the Caltrain/Santa Clara Valley Transportation Authority (VTA) connection to Levi's Stadium, in partnership with VTA, we combined our marketing efforts to place advertising in the SB50 host committee's newspaper San Francisco Chronicle SB50 Fan Guide. We ran a joint VTA/Caltrain full color, half page print ad in the guide supported by a heavy digital campaign on SFGate.com. This strategy was more targeted to those not familiar with the systems and driving them to the website for information on how to

travel to the big game. The joint digital portion netted 1,569,741 impressions with a CTR of 1 percent.

Santa Inez Bus Bridge – On the weekend of February 27, SamTrans transported thousands of customers between the Hayward Park Caltrain Station and Burlingame station. Customers were well informed regarding the bus bridge and service impacts. Constant communications regarding the construction included notifications to 511.org, Caltrain.com, organic social media, station maps, directional signage at stations, E-blasts to vendor networks, recorded messages on the 800 call center number, Visual Message Sign/conductor announcements, a direct mailer to residents and businesses in the area and news releases. SamTrans ambassadors were present at all impacted areas to direct and help with information.

On-going

San Jose Sharks at SAP Center – For the month of February, the Sharks have improved their record and are now back into playoff position. There were only four home games played. Caltrain carried an additional 1,453 customers for the month of February.

Caltrain February 2016 Social Media Analytics

Caltrain experienced significant growth across two important social media performance metrics in February. The agency gained 4,000 followers during the month for a total following of 69,575 across all social channels. More significantly, Caltrain saw a significant spike in inbound traffic to its website. Inbound clicks to Caltrain.com increased by nearly 80 percent in February, driven largely by the Super Bowl 50 campaign. The high volume of inbound traffic from social sites indicates that campaign messaging was well targeted to interested potential customers and was engaging enough to drive interested parties to our website for further information.

Caltrain conducted a paid campaign targeting attendees throughout Super Bowl week for various events. The campaign geo-targeted football fans in Denver, Colorado and Charlotte, North Carolina as well as the entire Bay Area. The campaign drove more than 265,000 impressions and nearly 5,000 direct engagements seeking additional information about Caltrain services.

According to social media, the Caltrain to VTA connection performed well on Super Bowl Sunday. Reporters who rode the service to experience it from a fans perspective posted to Twitter that the connection was “seamless.” Fans thanked Caltrain online and celebrated the big game with us. Overall, the week was relatively quiet thanks in large part to the robust information provided online, high volume of communications and interactions, and strong operational performance.

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

Table A

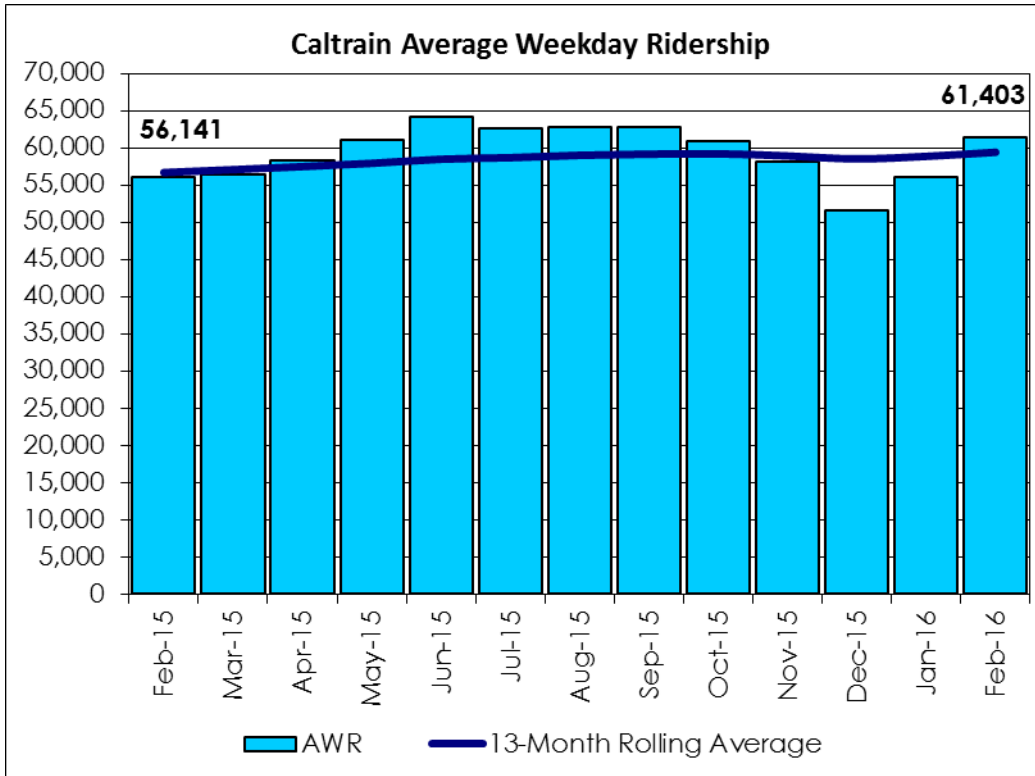
February 2016

	FY2015	FY2016	% Change
Total Ridership	1,362,580	1,551,787	13.9%
Average Weekday Ridership	56,141	61,403	9.4%
Total Farebox Revenue	\$6,430,483	\$7,036,741	9.4%
On-time Performance	88.1%	90.5%	2.7%
Average Caltrain Shuttle Ridership	8,504	10,141	19.2%

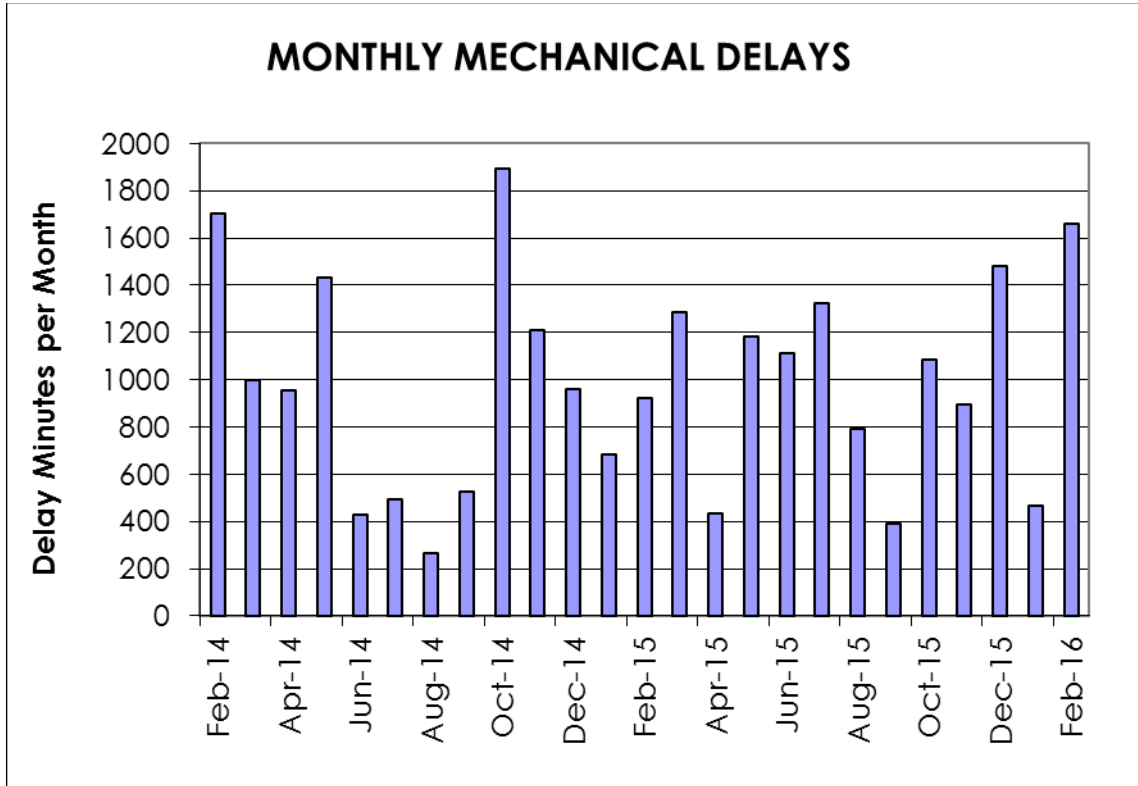
Year to Date

	FY2015	FY2016	% Change
Total Ridership	12,137,908	12,623,448	4.0%
Average Weekday Ridership	57,553	59,556	3.5%
Total Farebox Revenue	\$54,738,344	\$57,406,131	4.9%
On-time Performance	91.4%	88.4%	-3.3%
Average Caltrain Shuttle Ridership	8,388	8,845	5.4%

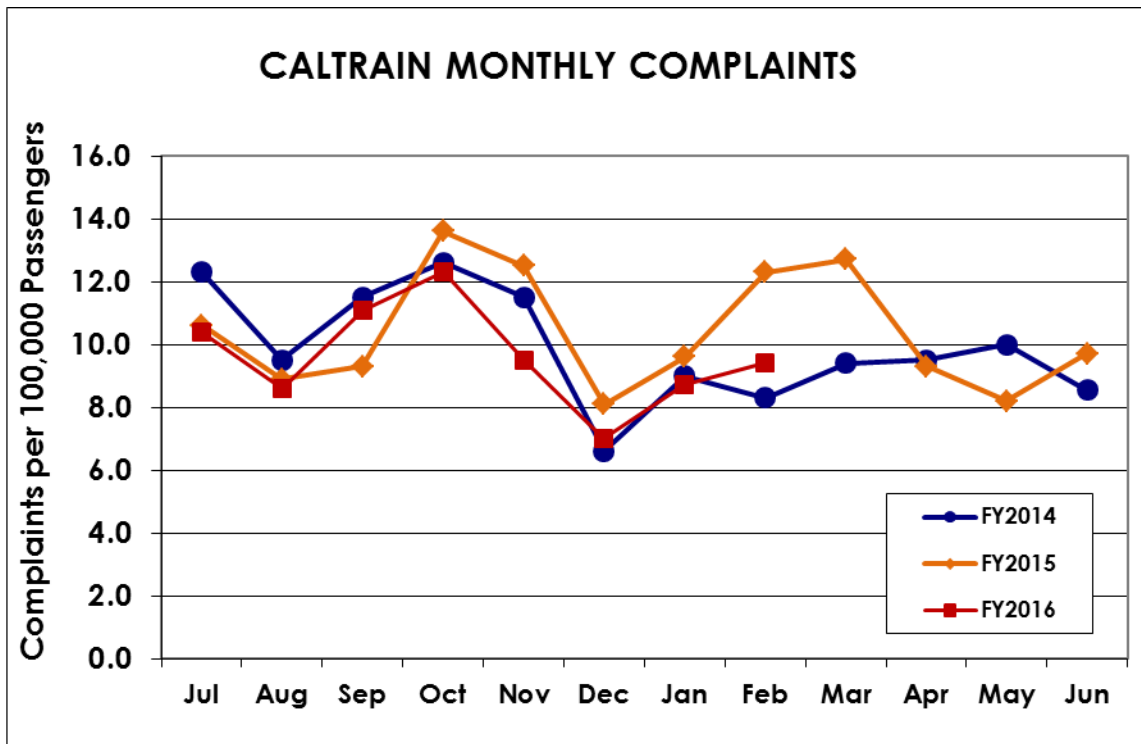
Graph A



Graph B



Graph C



**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Eli Kay
Chief Financial Officer

Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **AWARD OF A CONTRACT FOR TERMINAL STATIONS DEPARTURE MONITORS PROJECT**

ACTION

Staff Coordinating Council recommends the Board:

1. Award a contract to the lowest, responsive and responsible bidder, DMZ Builders (DMZ), in the total amount of \$715,000, for the Terminal Stations Departure Monitors Project.
2. Authorize the Executive Director, or his designee(s), to execute a contract in full conformity with the terms and conditions of the solicitation documents and in a form approved by legal counsel.

SIGNIFICANCE

This project will provide real-time electronic train departure information to passengers at the San Francisco 4th and King and San Jose Diridon stations. Currently, this information is provided by signs and printed Caltrain schedules mounted in display cases. New monitors will be installed, which will display train departure information, including track number and time, for trains leaving within the next several hours. This project will install 28 monitors at the San Francisco station and 20 at the San Jose station. As Caltrain strives toward providing more trains and smaller headways, these departure monitors will display real-time information to guide passengers to the correct platform at these multi-platform terminal stations.

BUDGET IMPACT

There will be no impact to the budget. The project is fully budgeted in the capital budget. Funding is provided from Fiscal Year (FY) 2016 Member Agency funds and surplus funding from prior FY projects.

BACKGROUND

Currently, passengers are confused as to the location of the correct platform for departing trains. This has resulted in passengers routinely asking for assistance to determine from which platform the next train is departing at both the San Francisco and San Jose terminal stations. By providing real-time information on electronic monitors at strategic locations within these stations, passengers will be able to clearly

view arrival/departure information. These monitors will display real-time train information from the Predictive Arrival/Departure System, including train identification, departure time, departure track, and on-time status. The necessary software upgrade for these signs is under development and is expected to be ready when the new signs are installed. The project will also remove the existing signage.

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

Three bids were received as listed below:

	Company	Total Bid Amount
	<i>Engineer's Estimate</i>	<i>\$637,631</i>
1.	DMZ Builders, Concord, CA (SBE)	\$715,000
2.	Beci Electric, Inc., Oakland, CA (SBE)	\$749,000
3.	Itech Solution, San Jose, CA (SBE)	\$770,000

DMZ submitted all required bid documentation. Staff has determined, and legal counsel concurred, that the bid submitted by DMZ is responsive. The bid from DMZ was approximately 12.1 percent higher than the engineer's estimate. Staff has determined that the difference between the engineer's estimate and DMZ's bid is fair and reasonable.

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

The Office of Small and Disadvantaged Business Enterprises assigned a 20 percent SBE goal to this project and granted a SBE bid preference to bidders who achieved this goal. The DBE officer reviewed the three bids and determined that each bid exceeded the established goal. Under the proposed contract, the total amount of SBE performed work is approximately \$465,000 or 65 percent of the total contract value. After analyzing the bid ranking in light of the bidders' ability to meet the SBE goal, staff determined that DMZ meets the requirements of the District's SBE program and remains the lowest responsive bidder.

Contract Officer: Dwayne Pugh
Project Manager: Robert Tam

650.508.7730
650.508.7786

RESOLUTION NO. 2016 –

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

* * *

**AWARDING CONTRACT TO DMZ BUILDERS FOR THE TERMINAL STATIONS
DEPARTURE MONITORS PROJECT FOR A TOTAL COST OF \$715,000**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) solicited competitive bids for terminal stations departure monitors; and

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

WHEREAS, staff and legal counsel have reviewed the bids and determined that DMZ Builders (DMZ) of Concord, California is the lowest, responsive and responsible bidder; and

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

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the JPB hereby awards a contract to DMZ Builders, for the terminal stations departure monitors for a total cost of \$715,000; and

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

Regularly passed and adopted this 7th day of April, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

BUDGET IMPACT

Funding will come from Proposition 1B, California Transit Security Grant Program funds. Funding for the base term is fully budgeted in the approved Caltrain capital budget. Funding for option terms will be considered as part of future years' budget development processes. For the Dumbarton section, funding will come from Proposition 1B funds approved in the San Mateo County Transit District's capital budgets.

BACKGROUND

The JPB has had a fencing program in place since Fiscal Year 2008. This will be the first contract that will include the Dumbarton corridor. In order to reduce trespassing on both the JPB and Dumbarton ROWs, fencing will provide a barrier on at least one side of the property. Installations for the JPB will occur from San Francisco Mile Post 0.2 to Lick Mile Post 52.0. Installations for the Dumbarton portion may occur from Redwood Junction (West) via Dumbarton Draw Bridge (not in service) to Cherry Station in Newark, CA (approximately eight miles). The primary focus of this project will be on the west side of the San Francisco Bay from Middlefield Avenue to Chilco Avenue on the eastern side of Highway 101.

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

Five bids were received as listed below:

	Company	Total Bid Amount
	<i>Engineer's Estimate</i>	<i>\$7,064,600</i>
1.	Agbayani Construction, Daly City, CA	\$6,144,339
2.	Golden Bay Fence, Stockton, CA (SBE)	\$6,798,950
3.	Fencecorp, Riverside, CA	\$8,395,744
4.	All Commercial Fence, Waterford, CA (SBE)	\$8,502,300
5.	Crusader Fence, Rancho Cordova, CA (SBE)	\$8,705,950

Agbayani submitted all required bid documentation. Staff has determined, and legal counsel concurred, that the bid submitted by Agbayani is responsive. The bid from Agbayani was approximately 13 percent lower than the engineer's estimate. Staff has determined that the difference between the engineer's estimate and Agbayani's bid is fair and reasonable.

Agbayani is an established Bay Area contractor and company reference checks confirmed that they are experienced and competent. Agbayani has successfully completed recent projects for several firms and agencies. Based upon these findings, staff concludes that Agbayani is appropriately qualified and capable of meeting the

requirements of the contract and is therefore the lowest, responsive and responsible bidder.

The Office of Small and Disadvantaged Business Enterprises assigned a 22 percent SBE goal to this project and granted a SBE bid preference to bidders who achieved this goal. The DBE officer reviewed the five bids and determined that three of the five bids exceeded the established goal. Under the proposed contract with Agbayani, the total amount of SBE performed work will be approximately \$749,203 or 12.2 percent of the total contract value. Therefore, Agbayani did not receive the SBE bid preference. After analyzing the bid ranking in light of the bidders' ability to meet the SBE goal, staff determined that Agbayani remained the lowest responsive bidder even though other bidders received the SBE bid preference.

The 2012 contract with Central Fence Company was \$2,109,259, inclusive of all option terms. The footage of fencing required under that contract was significantly lower than that anticipated under this new ROW fencing project.

Senior Contract Officer: Patrick May
Project Manager: Robert Scarpino

650.508.7732
650.508.7780

RESOLUTION NO. 2016 –

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

* * *

**AWARDING CONTRACT TO AGBAYANI CONSTRUCTION CORPORATION
FOR THE RIGHT OF WAY FENCING PROJECT FOR A TOTAL COST OF \$1,259,516**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) solicited competitive bids for right of way (ROW) fencing; and

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

WHEREAS, staff and legal counsel have reviewed the bids and determined that Agbayani Construction Corporation (Agbayani) of Daly City, California is the lowest, responsive and responsible bidder; and

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

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the JPB hereby awards a contract to Agbayani for the ROW fencing for a total cost of \$1,259,516; and

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

BE IT FURTHER RESOLVED that the Executive Director, or his designee, is authorized to exercise up to three option terms with values of \$1,960,313, \$1,384,030 and \$1,540,480

respectively, which are the amounts Agbayani bid for various fencing in each of these phases, as funding becomes available and if deemed in the best interest of the JPB.

Regularly passed and adopted this 7th day of April, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Joan Cassman
Legal Counsel

SUBJECT: **AMENDMENT OF PROFESSIONAL SERVICES AGREEMENT WITH
TRANSPORTATION CONSULTANT, LLC TO PROVIDE CONTINUATION OF
MICHAEL BURNS' SERVICES AS CHIEF CALTRAIN MODERNIZATION OFFICER
FOR 12 MONTHS AT AN ADDITIONAL COST OF UP TO \$202,000**

ACTION

The Executive Director recommends, and Staff Coordinating Council concurs, that the Board authorize the Executive Director to execute an amendment to the professional services agreement with Transportation Consultant, LLC of San Francisco, California to secure the continuation of the services of Michael Burns as the Chief Caltrain Modernization (CalMod) Officer for 12 more months at an additional cost of up to \$202,000.

SIGNIFICANCE

The position of Chief CalMod Officer plays a critical role in the management and oversight of the CalMod Program, which includes the Peninsula Corridor Joint Powers Board's (JPB) Peninsula Corridor Electrification Project, Communications-Based Overlay Signal System Positive Train Control Project and replacement of Caltrain's diesel trains with new high-performance electrical trains.

With the recent departure of Marian Lee, who previously held this position, the Executive Director recruited Michael Burns to assume this key role and in February entered into an agreement with Transportation Consultant, LLC for \$50,000 to secure Mr. Burns' services and the continuity of leadership for the CalMod Program.

The recommended amendment would facilitate continuation of Michael Burns' professional services in the role of Chief Caltrain Modernization Officer for another 12 months at an additional cost of up to \$202,000.

BUDGET IMPACT

The agreement costs are covered in the Fiscal Year 2015-2016 Caltrain budget and will be included in the budget for next fiscal year. The contract costs will be offset by savings associated with elimination of staff costs previously incurred for this position.

BACKGROUND

Mr. Burns brings over 40 years of highly reputable and relevant experience, the majority of which has involved overseeing rail programs and leading transit systems across the country and in the Bay Area, including service in San Francisco, San Mateo and Santa Clara counties.

The amendment specifies an hourly rate of \$200 plus reasonable and allowable expenses. The contract provisions are consistent with Federal guidelines and are determined by staff to be within Federally acceptable guidelines.

Prepared by: Joan Cassman, Legal Counsel

RESOLUTION NO. 2016 –

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

**AUTHORIZING EXECUTION OF AN AMENDMENT TO A PROFESSIONAL SERVICES
AGREEMENT WITH TRANSPORTATION CONSULTANT, LLC TO EXTEND THE SERVICES OF
MICHAEL BURNS AS HEAD OF THE CALTRAIN MODERNIZATION PROGRAM FOR AN
ADDITIONAL 12 MONTHS AT A COST OF UP TO \$202,000**

WHEREAS, as part of a reorganization of the San Mateo County Transit District (District) staff in 2015, the District General Manager/CEO and Executive Director of the Peninsula Corridor Joint Powers Board (JPB) established the position of Chief Caltrain Modernization (CalMod) Officer to oversee the CalMod Program, which includes the Peninsula Corridor Electrification Project, the Communications-Based Overlay Signal System Positive Train Control Project, and replacement of Caltrain's aging diesel trains with new high-performance electrical trains; and

WHEREAS, the incumbent in this position, Marian Lee, opted to leave the employ of the District and service to the JPB in the beginning of February, 2016; and

WHEREAS, on February 4, 2016, the Executive Director announced that Michael Burns would step into the role of Chief CalMod Officer and executed an agreement with Transportation Consultant, LLC of San Francisco in an amount not to exceed \$50,000 to retain the services of Mr. Burns for this purpose, thereby securing continuity of leadership for the CalMod Program; and

WHEREAS, the Executive Director has determined that it is in the best interests of the JPB to extend the term of the agreement with Transportation Consultant, LLC so that Mr. Burns may continue to serve as the Chief CalMod Officer for up to an additional 12 months; and

WHEREAS, to this end, the Executive Director recommends, and the Staff Coordinating Council concurs, that the Board authorize the execution of an amendment to the agreement with Transportation Consultant, LLC of San Francisco, California to continue the services of Mr. Burns for up to 12 more months at an additional cost of up to \$202,000.

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the JPB hereby authorizes the Executive Director or his designee to execute an amendment to the agreement with Transportation Consultant, LLC to extend the professional services to be performed by Michael Burns as the Chief CalMod Officer for 12 more months at an additional cost of up to \$202,000.

Regularly passed and adopted this 7th day of April, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **CUSTOMER SATISFACTION SURVEY KEY FINDINGS**

ACTION

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

SIGNIFICANCE

In June 2015, Caltrain conducted its annual Customer Satisfaction Survey to evaluate services provided by the agency's contract operator, Transit America Services, Inc. (TASI). The customer satisfaction ratings are one of the performance measurements used to determine a portion of the contractor's compensation. The survey also presents an opportunity to assess customer needs and provides Caltrain customers with a venue to provide comments.

Caltrain selects the survey period to maximize feedback from frequent commuters. The timeframe is typically selected to avoid days with Giant's baseball games and other special events.

Key findings from the study include ratings of 18 overall services at the stations, onboard characteristics, future amenities for the Electrification Project as well as ridership frequency and longevity.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

JPB conducted the survey through the use of on-call survey contractor Corey, Canary & Galanis, who performed an intercept survey by distributing and collecting paper surveys in English and Spanish onboard randomly selected cars to represent overall JPB ridership. A total of 44 weekday and weekend trains were targeted with a 71 percent response rate, resulting in 3,356 completed surveys.

The survey has a system-wide margin of error of +/- 1.68 percent with a 95 percent confident level.

FINDINGS SUMMARY

While the majority of riders (75 percent) report that they are “somewhat” or “very satisfied,” that number represents a decrease over 2014 survey. In 2014, 81 percent of riders reported that they were “somewhat” or “very satisfied.”

Several related data points also decreased between the 2014 and 2015 surveys, including satisfaction with on-time arrival, information related to delays, and station cleanliness. Additional information regarding the survey findings is below.

Riders frequency and longevity:

- One-third of riders (33 percent) have been riding Caltrain less than one year.
- Nearly another one-third (32 percent) have been riding Caltrain four years or more.
- About two-thirds of riders (63 percent) usually ride Caltrain four days per week or more.

Future amenities for the Electrification Project:

- Onboard restrooms, onboard bike capacity, and interior electronic signs were the most highly rated potential electric train amenities.

Station and onboard ratings (on a scale of 1 (very dissatisfied) to 5 (very satisfied)):

- Overall satisfaction decreased from 4.05 in 2014 to 3.93 in 2015.
- Other statistically significant decreases include:
 - Functioning of lights at stations (from 4.28 to 4.23),
 - Cleanliness of stations and parking lots (4.09 to 3.97),
 - Delays in information (3.68 to 3.58),
 - On-time arrival (4.04 to 3.86),
 - Cleanliness of train exteriors (4.14 to 4.07),
 - Sense of personal security onboard (4.35 to 4.28),
 - Cleanliness of train interiors (3.92 to 3.86).

Next Steps

In April, Caltrain will implement a new timetable that seeks to increase schedule reliability by adjusting trains arrival and departure times by up to several minutes to reflect actual operating times. A number of trains during the peak-commute hours experience regular boarding delays due to heavy ridership and bicyclists.

Caltrain also launched a Customer Experience Taskforce in response to feedback received from its Citizens Advisory Committee. The Taskforce will take a comprehensive look at services, amenities, fares, maintenance, and communications activities. The taskforce will set short-, medium-, and long-range goals for addressing customer concerns and implementing improvements.

Prepared By:	Jayme Ackemann, Director, Marketing and Communications	650.508.7934
	Christiane Kwok, Manager, Market Research and Development	650.508.7926
Project Manager:	Patrick Thompson, Market Research Specialist	650.508.6245

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Harnett
Executive Director

FROM: Eli Kay
Chief Financial Officer

SUBJECT: **ASSESSMENT OF THE FISCAL YEAR 2016 FUEL HEDGING PROGRAM**

ACTION

This item is presented for informational purposes only.

SIGNIFICANCE

A fuel hedging program was instituted for Fiscal Year (FY) 2016 to cover 50 percent of the Peninsula Corridor Joint Powers Board's (JPB) projected diesel fuel usage, which was approximately 2.3 million gallons.

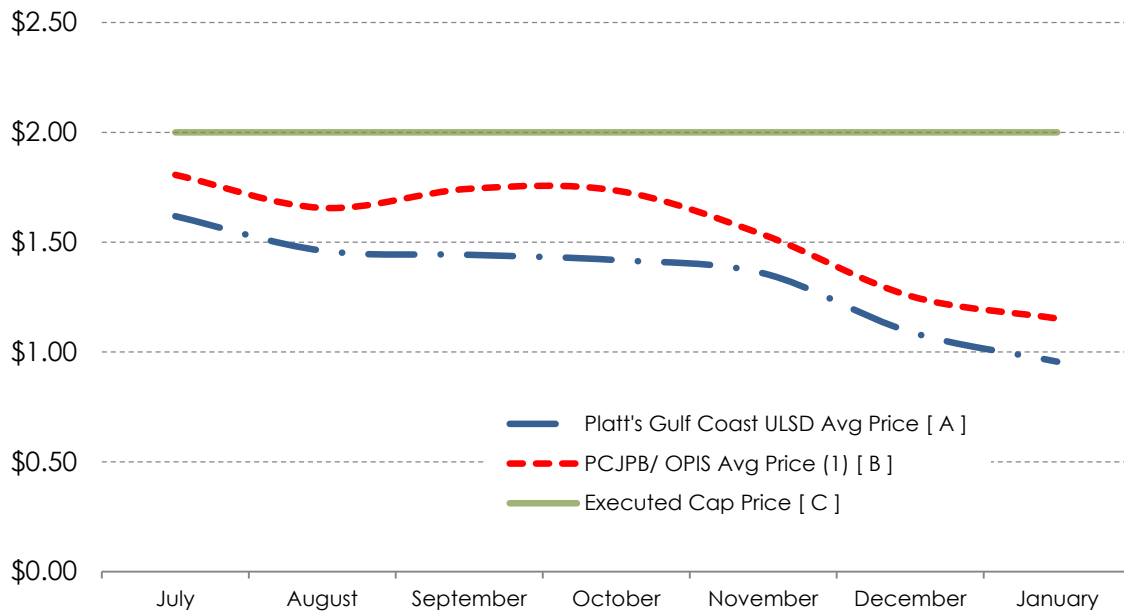
The fuel hedging program allowed the JPB to reduce uncertainty in the fuel budget for FY2016 by locking in the market prices at the time the fuel hedging transaction was executed.

Consistent with its Fuel Hedging Policy adopted on May 7 2015, the JPB purchased a price cap of \$2.00 per gallon based on the Platt's Gulf Coast Ultra Low Sulfur Diesel (ULSD) index. The counterparty on the FY2016 transaction was Barclays Bank PLC.

The price cap from the transaction was based on ULSD index while the actual JPB purchase price was based on the average weekly spot price from San Francisco Oil Price Information Service (OPIS) index. The average price of the ULSD index has been consistently below the \$2.00 per gallon cap price thus far in FY2016. Despite the continuous decline in oil price in the past six months, the ULSD index has a correlation of 0.980 with the OPIS index. The correlation for the prior five years also remains strong at 0.982. The cost of the cap was \$276,000, which was paid by the JPB as an upfront premium. The following table and graph summarize the results of the FY2016 Program to date:

	Platt's Gulf Coast ULSD Avg Price [A]	PCJPB/ OPIS Avg Price ⁽¹⁾ [B]	Variance of ULSD Price & JPB's [A - B]	Executed Cap Price [C]	+Variance of ULSD Price & Cap Price [A - C]	Payment from Barclays [D]
July	1.6184	1.8066	(0.1882)	2.00	(0.3816)	0.00
August	1.4614	1.6561	(0.1947)	2.00	(0.5386)	0.00
September	1.4426	1.7432	(0.3006)	2.00	(0.5574)	0.00
October	1.4186	1.7349	(0.3163)	2.00	(0.5814)	0.00
November	1.3584	1.5342	(0.1758)	2.00	(0.6416)	0.00
December	1.0915	1.2551	(0.1636)	2.00	(0.9085)	0.00
January	0.9561	1.1523	(0.1962)	2.00	(1.0439)	0.00
February	0.9959	1.1589	(0.1630)	2.00	(1.0041)	0.00
YTD						0.00

⁽¹⁾ Excluding Taxes and Fees



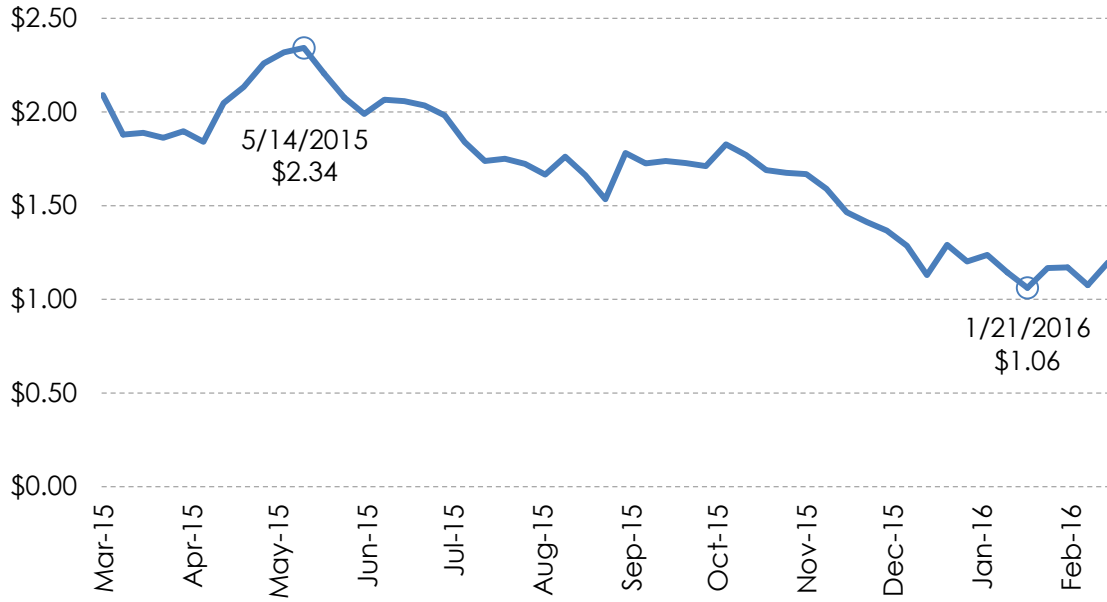
BUDGET IMPACT

There is no impact to the Budget.

BACKGROUND

The JPB purchases fuel from Pinnacle Petroleum based on the average weekly spot price from OPIS index, exposing the JPB to market price fluctuation. During the past 12-month period from March 2015 to February 2016, the price of OPIS has ranged from a high of \$2.34 per gallon on May 14, 2015 to a low of \$1.06 per gallon on January 21, 2016.

OPIS Weekly Index Average Fuel Price San Francisco



Prepared By:

Aandy Ly, Manager, Budgets

650.508.6376

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

As of 3/22/16:

On February 18, the California High-Speed Rail Authority (CHSRA) released its Draft 2016 Business Plan, a foundational document for implementing the California High-Speed Rail program. This Draft 2016 Business Plan updates information and forecasts that were presented in the 2014 Business Plan, and identifies major anticipated milestones for the coming years. The public comment period closes on April 18, 2016.

The Draft Business Plan can be found online at:

http://www.hsr.ca.gov/docs/newsroom/2016_HSRA_Releases_Draft_2016_Business_Plan_021816.pdf

The CHSRA is required to prepare, publish, adopt and submit an updated Business Plan to the Legislature on May 1, 2016.

There are several upcoming Legislative hearings on the business plan and Jim Hartnett, Executive Director, will be testifying at the following hearings:

- Monday, March 28 - Assembly Transportation Committee
- Monday, April 4 - Senate Transportation and Housing Committee and Senate Budget Committee
- Wednesday, April 6 - Assembly Budget Committee

FEDERAL ISSUES

As of 3/22/16:

The Senate and House Appropriations Committees have been holding hearings on the President's Fiscal Year 2017 Budget proposal. In mid-March, Caltrain staff accompanied the Metropolitan Transportation Commission and the Silicon Valley Leadership Group on a visit to Washington D.C. to talk to delegation members as well as Appropriation staff about the Peninsula Corridor Electrification Project (PCEP) and the Core Capacity Program.

The meetings were positive and several House and Senate offices submitted letters to Appropriation Committees supporting the President's requested budget for the Core Capacity Program and the PCEP. The House delegation letter of support can be found in the reading packet.

Although it is early in the year, many Hill staffers anticipate that there may be a Continuing Resolution, given that there is an extended recess schedule this election year.

On March 8, 2016, U.S. Secretary of Transportation Anthony Foxx announced that roughly \$2 billion in previously unused earmarks can be put back to work to support infrastructure projects across the country, as described in new guidance from the Federal Highway Administration. The guidance allows states to repurpose certain earmarked funds if the original earmark was over 10 years old and if less than 10 percent of the project funds had been obligated, or if the project is closed. States have the option of re-designating these funds to other projects within 50 miles of the originally intended use.

Prepared By: Casey Fromson, Acting Manager, Government Affairs

650.508.6493

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 3/16/16

Bill ID/Topic	Location	Summary	Position
AB 33 Quirk D Electrical corporations: procurement plans.	S. E. U., & C. 1/28/2016-Re-referred to Coms. on E., U., & C. and E.Q.	The Public Utilities Act requires the Public Utilities Commission to review and accept, modify, or reject each electrical corporation's procurement plan and requires that each approved procurement plan accomplish specified objectives. This bill would require the commission, as part of a new or existing proceeding, to determine what role large scale energy storage could play as part of the state's overall strategy for procuring a diverse portfolio of resources and to consider specified factors in making that determination. Last Amended on 9/4/2015	
AB 156 Perea D California Global Warming Solutions Act of 2006: disadvantaged communities.	S. 2 YEAR 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)	Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities. Last Amended on 8/18/2015	
AB 318 Chau D Lost money and goods: bicycles: restoration to owner.	S. 2 YEAR 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 6/11/2015)	Would, until December 31, 2020, provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under specified circumstances. Last Amended on 6/11/2015	Oppose
AB 326 Frazier D Public works: prevailing wage rates: wage and penalty assessments.	S. L. & I.R. 1/28/2016-Referred to Com. on L. & I.R.	Current law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. This bill would require the department to release the funds deposited in escrow plus interest earned to those persons and entities within 30 days following the conclusion of all administrative and judicial review. This bill contains other existing laws. Last Amended on 1/4/2016	
AB 516 Mullin D Vehicles: temporary license plates.	S. THIRD READING 2/10/2016-Read second time. Ordered to third reading. 3/17/2016 #51 SENATE SEN THIRD READING FILE - ASM BILLS	Would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. This bill contains other related provisions and other existing laws. Last Amended on 7/16/2015	Support

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 3/16/16

Bill ID/Topic	Location	Summary	Position
AB 828 Low D Vehicles: transportation services.	S. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was E. U., & C. on 7/16/2015)	Would require the Public Utilities Commission to conduct an investigation to consider whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market between companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws. Last Amended on 7/14/2015	
AB 857 Perea D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	S. 2 YEAR 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)	Would, between January 2, 2018, and January 1, 2023, inclusive, annually require no less than 50% or \$100,000,000, whichever is greater, of the moneys allocated for technology development, demonstration, pre-commercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws. Last Amended on 8/18/2015	
AB 869 Cooper D Public transportation agencies: fare evasion and prohibited conduct.	S. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 7/2/2015)	Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to those criminal penalties. Last Amended on 6/18/2015	
AB 1360 Ting D Charter-party carriers of passengers: individual fare exemption.	S. 2 YEAR 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was E. U., & C. on 7/2/2015)	Would exempt from specified provisions relating to the Passenger Charter-Party Carriers' Act a service operated by a transportation network company or a charter-party carrier of passengers that prearranges a ride among multiple passengers who share the ride in whole or in part, provided that the vehicle seats no more than 7 passengers, not including the driver, is operated by a participating driver, as defined, is not used to provide public transit services or carry passengers over a fixed route, is not used to provide pupil transportation services or public paratransit services, and the fare for each passenger is less than the fare that would be charged to a passenger traveling alone. Last Amended on 7/2/2015	Support
AB 1591 Frazier D Transportation funding.	A. TRANS. 2/1/2016-Referred to Coms. on TRANS. and REV. & TAX.	Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.	Watch Closely

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 3/16/16

Bill ID/Topic	Location	Summary	Position
<p>AB 1595 Campos D</p> <p>Employment: human trafficking training: mass transportation employers.</p>	<p>A. L. & E. 2/1/2016-Referred to Com. on L. & E.</p> <p>4/6/2016 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LABOR AND EMPLOYMENT, ROGER HERNANDEZ, Chair</p>	<p>Would require a private or public employer that provides mass transportation services, as specified, in the state to train its employees, who are likely to interact or come into contact with victims of human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency.</p> <p>The bill would require that, by January 1, 2018, the training be incorporated into the initial training process for all new employees and that all existing employees receive the training.</p>	Pending
<p>AB 1641 Allen, Travis R</p> <p>Shuttle services: loading and unloading of passengers.</p>	<p>A. TRANS. 3/10/2016-In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school.</p> <p>This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers.</p>	Watch Closely
<p>AB 1665 Bonilla D</p> <p>Transactions and use taxes: County of Alameda, County of Contra Costa, and Contra Costa Transportation Authority.</p>	<p>A. L. GOV. 2/10/2016-Introduced measure version corrected.</p>	<p>Current law authorizes the County of Alameda and the County of Contra Costa to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.5% that, in combination with other specified taxes, exceeds the combined rate of all these taxes that may be imposed, if certain requirements are met.</p> <p>This bill would extend this taxing authority of the County of Alameda until December 31, 2014, and would shift this same taxing authority, or so extended, from the County of Contra Costa to the Contra Costa Transportation Authority.</p>	Watch Closely
<p>AB 1669 Hernández, Roger D</p> <p>Displaced employees: service contracts: collection and transportation of solid waste.</p>	<p>A. L. & E. 3/9/2016-Re-referred to Com. on L. & E.</p> <p>4/6/2016 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LABOR AND EMPLOYMENT, ROGER HERNANDEZ, Chair</p>	<p>Current law requires a local government agency letting a public transit service contract out to bid to give a bidding preference for contractors and subcontractors who agree to retain for a specified period certain employees who were employed to perform essentially the same services by the previous contractor or subcontractor. Such a contractor or subcontractor must offer employment to those employees, except for reasonable and substantiated cause.</p> <p>This bill would make these provisions applicable to contracts for the collection and transportation of solid waste. Last Amended on 3/8/2016</p>	Watch Closely

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AB 2090 Alejo D Low Carbon Transit Operations Program.	A. TRANS. 2/29/2016-Referred to Com. on TRANS.	<p>Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities.</p> <p>This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.</p>	
AB 2126 Mullin D Public contracts: Construction Manager/General Contractor contracts.	A. PRINT 2/18/2016-From printer. May be heard in committee March 19.	<p>Current law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified.</p> <p>This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services</p>	Sponsor
AB 2222 Holden D Transit passes.	A. TRANS. 3/3/2016-Referred to Com. on TRANS.	<p>Would continuously appropriate \$50,000,000 annually from the Greenhouse Gas Reduction Fund for the Transit Pass Program, to be administered by the Department of Transportation.</p> <p>The bill would provide for moneys made available for the program to be allocated by the Controller, as directed by the department, to support transit pass programs of public agencies that provide free or reduced-fare transit passes to public school students and community college, California State University, and University of California students.</p>	
AB 2382 Lopez D High-Speed Rail Authority: membership.	A. TRANS. 3/8/2016-Referred to Com. on TRANS.	<p>Current law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed rail system. The authority is comprised of 9 members, with 5 members appointed by the Governor and 4 members appointed by the Legislature.</p> <p>This bill would require at least one member appointed by the Governor to be a person who works directly with communities in the state that are most significantly burdened by, and vulnerable to, high levels of pollution.</p>	
ABX1 7 Nazarian D Public transit: funding.	A. PRINT 7/17/2015-From printer.	<p>Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.</p>	Support

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ABX1 8 Chiu D Diesel sales and use tax.	A. PRINT 7/17/2015-From printer.	Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.	Support
ABX1 24 Levine D Bay Area Transportation Commission: election of commissioners.	A. PRINT 9/12/2015-From printer.	Would, effective January 1, 2017, re-designate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. The bill would require commissioners to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017.	
ABX1 25 Allen, Travis R Shuttle services: loading and unloading of passengers.	A. PRINT 1/12/2016-From printer.	Under current law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that current law allows local authorities to permit school buses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school. This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses.	Watch Closely
ACA 4 Frazier D Local government transportation projects: special taxes: voter approval.	A. APPR. SUSPENSE FILE 8/27/2015-In committee: Hearing postponed by committee.	Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. Last Amended on 8/17/2015	Support
SB 32 Pavley D California Global Warming Solutions Act of 2006.	A. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was NAT. RES. on 9/10/2015)	Would require the State Air Resources Board to approve a statewide greenhouse gas emissions limit that is equivalent to 40% below the 1990 level to be achieved by 2030. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria. This bill contains other related provisions and other existing laws. Last Amended on 9/10/2015	Support

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<p>SB 122 Jackson D</p> <p>California Environmental Quality Act: record of proceedings.</p>	<p>A. 2 YEAR 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/15/2015)</p>	<p>CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions. Last Amended on 6/1/2015</p>	
<p>SB 207 Wieckowski D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p>	<p>A. 2 YEAR 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 5/14/2015)</p>	<p>Current law requires a state agency expending moneys from the Greenhouse Gas Reduction Fund to create a record, prior to the expenditure, that includes, among other things, a description of the expenditure proposed to be made and a description of how the proposed expenditure will contribute to achieving and maintaining greenhouse gas emissions reductions, as specified.</p> <p>This bill would require that record to be posted on the Internet Web sites of the state agency and the State Air Resources Board prior to the state agency expending those moneys. Last Amended on 3/24/2015</p>	
<p>SB 321 Beall D</p> <p>Motor vehicle fuel taxes: rates: adjustments.</p>	<p>S. INACTIVE FILE 9/11/2015-Ordered to inactive file on request of Senator Beall.</p>	<p>Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws. Last Amended on 8/18/2015</p>	
<p>SB 400 Lara D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p>	<p>A. 2 YEAR 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)</p>	<p>Would require the High-Speed Rail Authority to allocate not less than 25% of the moneys continuously appropriated to the authority from the Greenhouse Gas Reduction Fund to projects that either reduce or offset greenhouse gas emissions directly associated with the construction of the high-speed rail project and provide a co-benefit of improving air quality.</p> <p>The bill would require priority to be given within this expenditure category to measures and projects that are located in communities in areas designated as extreme nonattainment.</p> <p>The bill would expand the purposes of a continuous appropriation, thereby making an appropriation. Last Amended on 6/1/2015</p>	Watch Closely

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<p>SB 878 Leyva D</p> <p>Work hours: scheduling.</p>	<p>S. RLS. 3/15/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.</p>	<p>Would require an employer, which includes a grocery store establishment, restaurant, or retail store establishment, to provide its employees with a work schedule at least 7 calendar days prior to the first shift on that work schedule, except as specified.</p> <p>The bill would require an employer, except as specified, to pay its employees modification pay for each previously scheduled shift that the employer cancels or moves to another date or time, for any previously unscheduled shift that the employer requires an employee to work, or for each on-call shift for which an employee is required to be available but is not called in to work that shift.</p> <p>The bill would require an employer to post a poster containing specified information regarding an employee's right to receive modification pay and would require the Labor Commissioner to create the poster and make it available.</p> <p>The bill would define terms for those purposes, including, among others, a grocery store establishment, restaurant, or retail store establishment. This bill contains other related provisions. Last Amended on 3/15/2016</p>	<p>Watch</p>
<p>SB 882 Hertzberg D</p> <p>Crimes: public transportation: minors.</p>	<p>S. PUB. S. 1/28/2016-Referred to Coms. on PUB. S. and APPR.</p> <p>4/12/2016 9:30 a.m. - Room 3191 SENATE PUBLIC SAFETY, HANCOCK, Chair</p>	<p>Current law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket.</p> <p>This bill would prohibit the minor from being charged with an infraction or a misdemeanor for those acts.</p>	<p>Watch Closely</p>
<p>SB 1197 Cannella R</p> <p>Intercity rail corridors: extensions.</p>	<p>S. T. & H. 3/3/2016-Referred to Com. on T. & H.</p>	<p>Current law defines the boundaries of 3 intercity rail corridors, and requires the preparation of an annual business plan for the corridor by each participating joint powers board. This bill, at any time after an interagency transfer agreement between the department and a joint powers board has been entered into, would authorize the amendment of the agreement to provide for the extension of the affected rail corridor to provide intercity rail service beyond the defined boundaries of the corridor.</p> <p>The bill would require a proposed extension to first be recommended and justified in the business plan adopted by the joint powers board, and then would require the approval of the Secretary of Transportation.</p>	
<p>SBX1 2 Huff R</p> <p>Greenhouse Gas Reduction Fund.</p>	<p>S. T. & I.D. 9/1/2015-September 1 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 56.) Reconsideration granted.</p>	<p>Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.</p>	<p>Oppose</p>

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SBX1 7 Allen D Diesel sales and use tax.	S. APPR. 9/3/2015-Read second time and amended. Re-referred to Com. on APPR.	Would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws. Last Amended on 9/3/2015	Support
SBX1 8 Hill D Public transit: funding.	S. APPR. 9/2/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0. Page 57.) (September 1). Re-referred to Com. on APPR.	Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.	Support