

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

**Minutes
March 6, 2014**

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

MEMBERS ABSENT: M. Cohen, P. Woodward

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

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

PUBLIC COMMENT

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

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

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

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

CONSENT CALENDAR

- a. Approval of Minutes of February 6, 2014

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

CHAIRPERSON'S REPORT

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

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

REPORT OF THE CAC

No report

REPORT OF THE EXECUTIVE DIRECTOR

Michael Scanlon, Executive Director, reported:

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

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

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

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

Caltrain Modernization Update

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

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

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

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

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

Public Comment

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

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

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR JANUARY 2014

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

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

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

Ms. Lee said:

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

Rich Walter, Consultant, ICF International, reported:

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

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

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

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

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

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

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

Public Comment

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

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

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

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

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

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

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

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

Public Comment

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

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

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

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

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

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

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

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

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

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

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

Public Comment

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LEGISLATIVE UPATE

State Update

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

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

Federal Update

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

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

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

CAPITAL PROJECTS QUARTERLY STATUS REPORT – 2ND QUARTER FISCAL YEAR 2014

Ms. Harrington said this report is informational only.

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

None

LEGAL COUNSEL REPORT

No report.

DATE/TIME/PLACE OF NEXT MEETING

The next meeting will be Thursday, April 3, 2014, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

Adjourned at 11:30 a.m.