

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

MINUTES OF FEBRUARY 5, 2015

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

STAFF PRESENT: J. Averill, J. Cassman, D. Couch, G. Harrington, C. Harvey, R. Haskin, M. Lee, M. Martinez, N. McKenna, S. Murphy, S. Petty, M. Scanlon, M. Simon, S. van Hoften

Chair Adrienne Tissier called the meeting to order at 10:03 a.m. and led the Pledge of Allegiance.

PUBLIC COMMENT

Jeff Carter, Millbrae, said last month he reported that a gate leading to the northbound platform at Millbrae had been closed, but within a day or two of his report the gate had been reopened. He thanked those responsible.

Shirley Johnson, San Francisco Bicycle Coalition, said there are many thank you notes in the correspondence from bicyclists who are grateful about the plan to add a third bike car to Bombardier trains.

Roland Lebrun, San Jose, said it is unconscionable to put an island platform in the middle of what will one day be the high-speed rail line at the South San Francisco Caltrain Station. He said he doesn't understand where \$40 million of the costs are going to be spent on the project. He said Caltrain should be thought of as a higher-speed system, and that tracks have to be designed accordingly. He said the Board should no longer improve stations unless four tracks are being considered at them. He said the Board should replace the Staff Coordinating Council (SCC) with focus committees, or have peer review groups for every project that exceeds \$2.5 billion.

Bruce McHenry, San Mateo, said he is requesting that the Board permit and facilitate the safe use of rollerblades on Caltrain. He said the current policy bans rollerblading on platforms and trains. He said he would like to propose policy changes and create a formal mechanism to do that.

Catherine Young, Bicycle Advisory Committee (BAC), read a letter sent to the Board from the BAC thanking them for approving three bike cars on the Bombardier trains.

Doug DeLong, Mountain View, said Amtrak is purchasing a number of electric locomotives and this will likely result in a surplus of their older electric locomotives. He said Caltrain Electrification Project does not have enough funding to buy enough Electric Multiple Units (EMU) to replace the entire fleet. He said Caltrain might be able to get the old Amtrak locomotives cheaply and could convert to electric operation sooner than what is thought.

Mark Brandt, San Francisco Bicycle Advisory Committee, said his organization passed a resolution advocating for a third bike car on the Bombardier consists. He thanked the JPB for expanding bike service.

Andrew Boone, East Palo Alto, thanked the JPB for committing to three bike cars on each train. He said he would like to see more electronic lockers at Caltrain stations.

Adina Levin, Friends of Caltrain, said the Santa Clara Valley Transportation Authority (VTA) is starting a Notice of Preparation process for the Bay Area Rapid Transit (BART) to Silicon Valley Project. She questioned the ridership and environmental benefits of a close connection between Caltrain and BART at Diridon. She asked if it is necessary to commit regional funds to duplicate that section of the Caltrain line between Diridon and Santa Clara. She said the idea to revive the Dumbarton Rail Project, starting with the segment between Menlo Park and Redwood City, frequently comes up at the Menlo Park General Plan Advisory Committee meetings.

CONSENT CALENDAR

- a. Approval of Minutes of January 8, 2015
- b. Acceptance of Statement of Revenues and Expenses for December 2014
- c. Fiscal Year (FY) 2014 Comprehensive Annual Financial Report for June 30 2014
- d. Authorize Application for and Receipt of \$5 Million in the California Public Utilities Commission Section 190 Grade Separation Program Funds for the San Mateo Bridges Replacement Project

Motion/Second: Cohen/Gee

Ayes: Cisneros, Cohen, Gee, Guilbault, Nolan, Woodward, Yeager, Tissier

Absent: Kalra

CHAIRPERSON'S REPORT

Resolution of Appreciation to Past Chair Tom Nolan

Chair Tissier presented Director Tom Nolan with a resolution of appreciation.

Motion/Second: Cohen/Cisneros

Ayes: Cisneros, Cohen, Gee, Guilbault, Nolan, Woodward, Yeager, Tissier

Absent: Kalra

Director Nolan said he is proud to be a part of this organization. It has come far, and the future is bright. He said he is looking forward to continuing on the Board under the new leadership.

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)

Chris Cobey, Chair, CAC, said at the meeting of January 21, the CAC:

- Elected him chair and Alex Sweet vice chair.
- Received Brown Act training.
- Received an update on Clipper 2.0 and discussed possible incentives from merchants for customers taking public transit.
- Expressed interest in learning more about:
 - The possibility of quiet cars on trains

- Single tracking of trains
- Express trains during the middle of weekdays
- Additional labeling of trains
- Homeless encampments in the right of way
- Restoration of 30-minute service

REPORT OF THE EXECUTIVE DIRECTOR

Michael Scanlon, Executive Director, reported:

- Thanked Director Nolan for his leadership during a difficult year.
- There were two fatalities in December and three in January. He expressed deepest condolences to the families of all involved and thanked the staff and first responders, and customers who are inconvenienced for an extended time. He said there were six instances in December when Transit Police responded and saved people from hurting themselves.
- Key Caltrain Performance Statistics December 2014 compared to December 2013
 - Monthly Performance Statistics:
 - Total Ridership was 1,401,535, an increase of 6.8 percent.
 - Average Weekday Ridership (AWR) was 51,569, an increase of 6 percent.
 - Total Revenue was \$6,223,876, an increase of 13.9 percent.
 - On-time Performance (OTP) was 92.7 percent, a decrease of 3.7 percent.
 - Caltrain Shuttle Ridership was 6,608, a decrease of 7.5 percent. This may be due to counting problems related to the Marguerite shuttle.
 - Year-to-Date Performance Statistics:
 - Total Ridership was 9,340,901, an increase of 10.8 percent.
 - AWR was 58,472, an increase of 11.2 percent.
 - Total Revenue was \$41,866,265, an increase of 13.5 percent.
 - OTP was 91.9 percent, a decrease of 0.4 percent.
 - Caltrain Shuttle Ridership was 8,351, an increase of 14.1 percent. This may be due to counting problems related to the Marguerite shuttle.
- Annual onboard passenger counts have started and results will be presented this spring. The purpose is to make sure the methodology staff uses is sound, and tells what is happening in each jurisdiction of the partner agencies, how many bikes are being carried or bumped, and other information.
- The BAC met on January 15 and received a presentation from a Bikes Onboard representative and from staff on bicycle access and parking recommendations. The next meeting is March 19.
- Special service:
 - The 30th Annual Freedom Train operated on January 19 in cooperation with the Dr. Martin Luther King Junior Association of Santa Clara Valley. Ridership was 1,640 people, a 73.5 percent increase over last year. Prior to the event, the association announced this would be the last Freedom Train due to lack of ridership and sponsorship. JPB staff will look into sponsoring something in future years.

- San Jose Sharks year-to-date post-game additional ridership was 8,700, a 4 percent decrease over last year.
- Post-game service will be offered to the outdoor San Jose Sharks hockey game on February 21 at Levi's Stadium.
- San Francisco Giants FanFest is February 7. Staff is prepared to provide service pre and post-event.
- President's Day is February 16 and a modified Saturday schedule will be operated, with eight additional trains including a round trip to Gilroy, additional baby bullets, and the Tamien-to-San Jose Diridon Shuttle on a modified schedule.
- The Quint Street Bridge Repair Project bid package is nearly ready. Full construction should start this summer. The latest bridge inspection showed no further deterioration, but there is still a 45 mph speed restriction on Track 1, and a 30 mph restriction on Track 2.
- The San Mateo Bridges Replacement Project work is underway. Fabrication started this month. These four bridges are in a densely populated area and will need to be raised as much as three feet.
- Staff has issued a limited notice to proceed to Disney Construction for preliminary work on the San Francisco roadway bridges. This project is to remove and replace bridges at 22nd, 23rd, and Paul avenues. Construction should start in spring.
- The VTA Light-rail Efficiency Project is going well.
- The reading file includes the safety and security report.

Caltrain Modernization (CalMod) Update

Marian Lee, Executive Officer, CalMod Program, said:

- Staff is continuing with the installation of the Communications-based Overlay Signal System Positive Train Control (CBOSS/PTC) Project. One noise complaint has been received since last month. Testing work has been done at specific crossings. Trains are being run at night and horns are being sounded. Staff is notifying the impacted communities that more testing will be done over the next several months.
- February 8 is the last day someone can sue the JPB on the environmental document that was certified at last month's Board meeting. Of the 17 cities and three counties along the corridor to be electrified, staff has held extra meetings with the three cities that were considering suing the JPB: Palo Alto, Menlo Park and Atherton. All of their concerns are legitimate, but staff has been trying to clarify the items that are related or unrelated to the Environmental Impact Report (EIR). Two of the cities have notified staff they will not be suing. Atherton stated they will be suing.

Dave Couch, Project Delivery Director, provided the Peninsula Corridor Electrification Project Delivery Quarterly Update:

- Design/Build Electrification Project Request for Proposals (RFP)
 - Staff has been going through a review process with the six prequalified firms and the funding partners. Comments are being incorporated into the Design/Build contract.
 - Staff expects to issue the RFP the week of February 9th.

- Staff expects to issue several amendments, including a Project Labor Agreement, which is currently in discussion and negotiation. It should come to the Board in March and be incorporated into the contract.
- The selection process should be completed late this summer and staff will return to the Board for approval in the fall with a recommendation for a contractor.
- EMU RFP
 - Staff has completed a technical analysis with the California High-speed Rail Authority looking at compatibility of boarding heights.
 - Monthly updates of progress are provided to funding partners.
 - Technical feasibility discussions are underway with vehicle manufacturers.
 - The RFP is scheduled to be released in July.
 - The contract is anticipated to be awarded in the winter.
- Vehicle Compatibility Analysis
 - No fatal flaws have been determined in providing a combination of low- and high-level boarding.
 - A tradeoff analysis is being conducted.
 - The Board will be asked to make policy decisions between March and May.
- EMU Outreach Phase 1
 - Public input on capacity
 - The focus was on seats and standees, bathrooms, and bikes onboard.
 - Received 4,196 survey responses and more than 1,200 comments.
- Survey Methodology
 - This was an opt-in survey and is not statistically valid, but highlights interests.
 - Available in Spanish, Vietnamese, Chinese and English.
 - Outreach included in-person surveys at stations, onboard announcements, social media, news releases, and meetings.
- Survey: Seats/Standee Related
 - Average trip onboard Caltrain – 28 percent from 31 to 45 minutes, 26 percent from 46 to 60 minutes.
 - Seat availability (destination trip) – 64 percent always, 17 percent standing up to 10 minutes, 7 percent standing more than 20 minutes.
 - Seat availability (return trip) – 57 percent always, 19 percent standing up to 10 minutes, 8 percent standing more than 20 minutes.
- Survey: Bike Related
 - Brought bike onboard – 44 percent.
 - Bumped in the last year – 46 percent never, 13 percent once, 30 percent two to 12 times.
 - Staffed bike facility an alternative – 52 percent yes.
 - Bike lockers an option – 49 percent yes.
 - Bike sharing as alternative – 39 percent yes.
 - Shuttles as alternative – 47 percent yes.
 - Limit the number of bikes brought onboard as a consideration.
- Survey: Bathroom Related
 - Use of bathroom – 53 percent yes.

- How often utilized – 2 percent never, 23 percent once a year, 60 percent two to 12 times, 13 percent multiple times per month, 3 percent multiple times per week.
- Level of Importance
 - Increase seating capacity – 56 percent very important, 2 percent unimportant.
 - Increase onboard bike capacity – 38 percent very important 10 percent unimportant.
 - Increase standing capacity – 22 percent very important, 5 percent unimportant.
 - Increase bike storage at stations – 22 percent very important, 13 percent unimportant.
- Summary Results
 - Weighted average of what the highest desire is on a scale of 1 to 5
 - Seating – 4.5
 - Standing room/leaning area – 3.26
 - Bike storage – 3.11
 - Bathroom – 2.18
 - Luggage storage – 1.95
- Technical/Operational Considerations
 - Seats/Standees
 - Current provision
 - Bi-level
 - 620 to 670 seats
 - Standee space limited
 - Circulation space for conductor
 - Americans with Disabilities Act (ADA) compliance for space and accessibility
 - Leg space between rows
 - Aisle widths
 - Bikes onboard
 - Current provision
 - 48 to 80 bikes per train (five trains per peak hour)
 - One bike and customer take up two seats
 - Two bike cars per train
 - Bike bumps occurring
 - Wayside bike parking facilities improvement opportunities

Director Ash Kalra arrived at 10:51 a.m.

- Dedicated bike cars more efficient and safer than bikes onboard throughout train
- Additional bike cars may require crew changes, which could drive up operational costs
- Bathrooms
 - Current provision
 - Portion of fleet has two to five bathrooms per train
 - Not all ADA compliant
 - Two terminal stations have bathrooms

- Multiple configurations available
- One ADA compliant bathroom equals eight seats
- Additional utility during delays
- Implications of two versus six bathrooms
- Next Steps:
 - Outreach Phase I
 - Public discussion – February and March
 - Staff recommendation on seats, bikes and bathrooms in April
 - Expect to issue vehicle RFP – July
 - Outreach Phase II – after vehicle contract award
 - Interior configuration seating, standee, bikes (design)
 - Interior style and colors
 - Exterior appearance

Public Comment

Greg Conlon, Atherton, said it is important to address the hold-out stations. Addressing the city of Atherton's hold-out station should cost \$23 million. He said it is important to get these projects done because of safety. He said he knows funding is an issue and he is happy to work with the Legislature or the Metropolitan Transportation Commission (MTC) to help get funding. He said these projects should be on the priority list.

Roland Lebrun, San Jose, said this was a great survey. He said the question in slide 10 about bringing bikes onboard was phrased in a way that could make the survey biased. He said it is time for the JPB to disclose the names of the manufacturers and what meetings they have.

Adina Levin, Friends of Caltrain, said the results of the survey have robust information that will lead to the decisions on how to configure the rail cars. She said there are good questions in the survey that ask bicyclists if they have a viable alternative to taking a bike onboard. The survey will show how many people have no viable alternative. Because of the land-use pattern, bicycles are a cost-effective way of addressing first- and last-mile issues, and it is important to serve that group.

Director Jeff Gee thanked Ms. Lee for her work presenting to the cities.

PENINSULA CORRIDOR ELECTRIFICATION PROJECT DESIGN BUILD RFP RELEASE

Mr. Couch presented:

- Context
 - The Final EIR (FEIR) was approved at January's meeting.
 - Evaluation criteria are weighted to ensure highly qualified contractor.
 - Best-value contract, not a low-bid process.
- RFP Preparation
 - Draft has been sent to the six prequalified firms and the three funding partners. Over 800 comments were received.
- Key Components
 - Electrification Scope and Adjustments:
 - Scope
 - Over 50 miles of 25 kilovolt system
 - Overhead contact system (OCS)

- Traction power system
- Adjustments
 - Defer electrification south of Tamien Station
 - Defer electrification of storage tracks at 4th and King
 - Eliminate electrification of Union Pacific-owned Main Track-1
 - Share foundations for guy wire pole
- Power Facilities Selection
 - The RFP calls for:
 - Two Traction Power Substations; one in South San Francisco and one in San Jose.
 - One Switching Station in Redwood City.
 - Seven Paralleling Stations (PS); two in San Francisco and one each in Burlingame, San Mateo, Palo Alto, Sunnyvale, and San Jose.
- Maintenance options
 - Electrification will require specialized maintenance.
 - Maintenance options will provide information on Design/Build capabilities and cost.
- Minimize tree removal
 - Pole placement between tracks where space permits.
 - Double poles utilized from one side spanning both tracks where trees can be saved beyond opposite track.
 - Portal structures with feeder cable located closer to track minimizing tree removal and tree trimming.
- Non-standard workweek
 - The requirement for safe work and maintenance of efficient customer service prohibits work times during weekday peak periods.
 - Lower ridership during weekends allows for single track operations to support continuous work from Friday evening until Monday morning.
 - Limited work openings during non-revenue hours result in three to four work hour windows.
 - A Project Labor Agreement is currently being negotiated with the labor unions that will be presented to the Board in the future.

Director Gee said there is a likelihood there will be a decrease in ridership during the construction period and it should be accounted for in the budget model moving forward. Mr. Couch said staff is seeking to exclude any work in a single-track mode during special events on weekends.

Motion/Second: Yeager/Guilbault

Ayes: Cisneros, Cohen, Gee, Guilbault, Kalra, Nolan, Woodward, Yeager, Tissier

Public Comment

Roland Lebrun, San Jose, said the RFP is not in the packet and is impossible to review, but the Board is being asked to approve it. He said operations south of Santa Clara are a real issue and he doesn't understand how it is going to work without a third track. He said the EIR does not talk about level boarding, and that after the poles are set, they

will be buried in a foot or three and a half feet of concrete, and this is not being discussed. He said out of the six companies, five are extremely qualified. He asked how capacity could possibly be expanded in the next seven years.

Director Ken Yeager left at 11:18 a.m.

Jim Bigelow, Redwood City/San Mateo County and Menlo Park Chambers of Commerce, said the people lined up to work on the project are going to submit information to get the train moving. It is only right and proper to follow this path. The freeway is not getting any faster. The ultimate goal is electrification. For the San Mateo County cities, Measure A designates money for some Caltrain projects other than electrification. There is a process to apply for those funds. He said cities need to focus on the right requests and not stop electrification.

Jeff Carter, Millbrae, said he is concerned that weekend service will be reduced to every 90 minutes. Weekend ridership is growing and the service should be every 30 minutes on the weekends. Caltrain needs more service, not less.

Joan Cassman, Legal Counsel, said the action is to authorize the release of the RFP; it is not to approve the document. She said this was not a legal requirement to come to the Board, but an opportunity to inform the Board about the project, what is in the RFP, the staff's approaches to the RFP, the challenges, and to clarify the policy to make the Board and the public comfortable knowing staff is approaching this with great seriousness. She asked the Board if any member would change their vote now that the public has weighed in. The Board said no.

AUTHORIZE AMENDMENT OF FY2015 OPERATING BUDGET TO INCREASE TOTAL REVENUES TO \$130,736,026 AND TOTAL EXPENSES TO \$127,526,026

Gigi Harrington, Deputy CEO, said the SCC is asking the Board to recognize the farebox revenue received to date, to increase the farebox revenue by \$5 million, and to make an adjustment in the operating contract of \$1.79 million for three items: overhead that needs to be moved to the operating budget, funding for special events service, and support for the new railcars.

Motion/Second: Nolan/Cisneros

Ayes: Cisneros, Cohen, Gee, Guilbault, Kalra, Nolan, Woodward, Tissier

Absent: Yeager

AUTHORIZE REJECTION OF THE SINGLE BID FROM ALSTOM TRANSPORTATION INC. AND NEGOTIATION AND EXECUTION OF A CONTRACT ON THE OPEN MARKET AT A NOT TO EXCEED COST OF \$7,058,352 FOR BI-LEVEL CAR LIMITED OVERHAUL SERVICES

Ms. Harrington said the SCC is asking the Board to reject the bid from Alstom for the refurbishment of the Metrolink cars. Staff has identified some of the work to be done in-house through the contract operator, which will reduce the scope of work for a manufacturer.

Public Comment

Roland Lebrun, San Jose, said there is no question bike capacity is needed, but three bike cars are not necessary. He said this will cause the need for a third conductor. He

said on Bombardier cars there is a row of seats in the middle of the bike area reserved for bicyclists. He said if the seats are removed, there would be the same bike capacity as for Gallery cars. He said a protocol should be introduced where bikes enter in one door and exit out the other door, and this will reduce the dwell times.

Motion/Second: Nolan/Gee

Ayes: Cisneros, Cohen, Gee, Guilbault, Kalra, Nolan, Woodward, Tissier

Absent: Yeager

AUTHORIZE AWARD OF CONTRACT TO MV TRANSPORTATION, INC. TO PROVIDE CONTRACTED SHUTTLE BUS SERVICES FOR A BASE TERM OF FIVE YEARS AND FIVE MONTHS AT AN ESTIMATED PRICE OF \$14,716,754

Ms. Harrington said this contract was brought to the Board a year ago, but at that time staff asked the Board to let them restart the process. This is a joint procurement between the Peninsula Congestion Relief Alliance (Alliance), SamTrans and the JPB. She said the Alliance approved the contract at its January meeting, and SamTrans approved it yesterday. She said the SCC is asking the Board to award the contract to MV Transportation (MV). She said Parking Company of America (PCAM) raised a concern that the price from MV is \$3.2 million more than PCAM's bid. She said this was an RFP process, price was 20 percent of the total points, and PCAM scored higher on that item. She said the second concern is about incorrect forms from the California Highway Patrol (CHP). One of the CHP forms was unsigned when it was received. The third concern is the location for the proposed facility for the contract. MV has a lease in hand but has not signed the lease pending the completion of this award process.

Public Comment

Alex Chaves, CEO, PCAM, said PCAM is minority-owned and women-owned. He said PCAM has been operating this contract for 15 years. He said his protest letter had eight items that PCAM objected to. He said he will let some of them go, but this is an incomplete RFP. He said the \$3.2 million value add is through training, but there is no specific plan how \$300,000 per year will be given to the employees, or whatever other way to spend \$3.2 million.

Director Jose Cisneros left at 11:30 a.m.

Mr. Chaves asked the Board to place a caveat that open items be closed before the contract is awarded. He said there is a union contract in place, and there is talk that MV might go to part-time help or cut down on costs to make more profit. He said the union representative has said he has not been contacted by MV and the union is in the second year of a five-year contract, and that is not going to change. He said a letter or conversation that MV recognizes the contract would close the loop. He said the highway inspection paper was unsigned, invalid, and was for a different facility. He said the RFP states there needs to be approval for the facility.

Rafael Sweet, Legal Counsel, PCAM, said JPB staff and legal counsel have stated the lease can wait to be signed until the award of the contract, but the RFP states, "All proposed facilities to be utilized shall be listed and described separately. Each shall include proof of ability to legally perform all stated activities on the site, and proof of legal access to the site." He said MV's proposal includes an unsigned letter of intent,

and now they say they have a lease in hand, but they do not have a permit to perform this work. The Burlingame city planner has told him this will require a conditional use permit and MV does not have one for this site, and it is unclear if they will be able to get one.

Mr. Chaves said this has been an unfair process because PCAM has adhered to every point in the RFP but these points are still open from MV. He asked the Board to wait 30 days for MV to prove that they have completed the circle on these items.

John Murphy, Regional Vice President, MV, said he has worked with SamTrans for over 25 years in various contracts. He said MV does have a lease in hand. It is impossible to get property quickly, so MV acquired a site, worked with the city of Burlingame, and on January 15 submitted a conditional use permit.

Justin Pate, Vice President, Business Development, MV, said he has a copy of the permit application.

Mr. Murphy said he has a tremendous relationship with the Teamsters, and with the Local 665. He said for those reasons, he didn't feel this would be a meet-and-greet situation; he had to wait until the contract with the JPB was signed before proceeding. He said the CHP officer chose not to sign the inspection document, and it is his right to do so. Since this issue was brought up at the last Board meeting, MV asked the CHP officer to sign it and he did, so Mr. Murphy now has the signed copy available. He said the reason why two of the inspection documents are in one site and the third is at another is because in 2011 MV moved from 555 Tully to 705 Tully.

Ms. Cassman said she has thoroughly looked at this issue and has confirmed this was a fair, open and objective process. The methodology for this procurement is a best value. Staff issued an RFP, not a request for sealed bids. Staff wanted the opportunity to view cost and weight it at 20 percent and look at other important factors, such as qualifications, abilities, the service plan, and the proposal on how they would manage the contract. The evaluation panel determined the MV proposal was superior to PCAM's proposal. It was not a close vote. A year ago, when staff undertook this solicitation, the point differential was closer, but MV still had the superior proposal. Staff has been through the process twice, and both times MV has been ranked the higher proposer. She believes there is no merit to the protest.

Ms. Cassman said the RFP was asking proposers to show an ability to provide the property sites that would be needed to provide the service. It would put non-incumbents at a terrible disadvantage if, during the proposal process, the RFP would require them to be committed to a property transaction that may not be needed if they are not awarded the contract. MV has a lease for a site and is proceeding through a conditional use process with the city of Burlingame. She said it is not reasonable and she does not think the language of the RFP requires the site to be cemented and all permits in place before they submit a proposal.

Director Malia Cohen said PCAM is calling into question the JPB's integrity on the RFP process. She asked if the JPB has an established pattern of having an unfair process. Ms. Cassman said in the 38 years that she has served SamTrans as legal counsel and in

her 25 years on JPB, there has never been a successful protest. There have been unhappy bidders who have come to the Board, but nothing has ever gone beyond this level.

Ms. Cassman said the first solicitation was aborted because of the inconsistent information staff received from PCAM. She said staff had to redo that process because they were very serious about complying with the labor protection requirement in the labor code. Any new contractor is required, if they win a contract and come to take over a service, to protect the employment of the employees at that service. In order to properly assess what that requirement entails, staff needed to know who the workers are, but staff received inconsistent information from PCAM in the last solicitation, and that is the only reason it had to redo that process. Staff's processes and procedures were fine.

Director Cohen said part of the accusation is that the JPB is not following its own RFP process. Ms. Cassman said PCAM has reviewed MV's proposal and identified two points that they felt the evaluation committee had not properly considered. PCAM was concerned with the CHP inspection reports, and those have been addressed. She said PCAM had expressed concerns about the process, but they have dropped those concerns. PCAM is now relying on the Burlingame property site, the CHP forms, and that their proposal was less in cost over the 10-year period.

Director Cohen said in Burlingame there is a conditional use process that MV must go through. She asked if staff confirmed it is on the Burlingame agenda and it is going forward. Ms. Cassman said staff has not confirmed that, but MV just said they filed for the permit and they waited until after the first of the three contracts had been awarded.

Director Kalra said PCAM suggested the RFP has more firm language about acquiring a site. He asked how this is typically interpreted. Ms. Cassman said the language is "ability to perform." The applicants have to provide evidence of the ability to make it happen, not that they have it in hand. She said the evaluation panel studied these issues carefully, studied the written proposals, and listened and participated in the interviews with each of the firms.

Director Kalra said the evaluation panel is apolitical, objective, and is an important process that all government agencies need to abide by. Ms. Cassman said she can't underscore enough the inherent worth of the process and making sure that the agency will have people in the future who will participate in the process.

Director Kalra asked how many years the term was of the contract that is expiring. Ms. Cassman said it was five years with a five year option, and it was extended one more year to undertake the second procurement.

Director Kalra said the MV representative mentioned his relationship with the Teamsters. He asked if the union has expressed any concern or issue. Ms. Cassman said MV has extensive operations in the Bay Area and has very good relations with the labor union. She said each firm was awarded 10 points in the RFP because they each said they were

committed to meeting the labor protection requirement, and that is all that was relevant in terms of the award of this contract.

Director Kalra said the staff report indicates that neither of the companies are Disadvantaged Business Enterprise (DBE), but PCAM suggested they were. Ms. Cassman said they are not registered as a DBE, and PCAM's proposal states they are not a DBE.

Mr. Scanlon said PCAM is a long-term incumbent and has done a great job. He said during this second process, the agency empaneled a new series of raters. He said PCAM put in a good proposal. Staff reviewed the RFP. He said this was a clean process, a level playing field, but MV had the better proposal. He said he strongly recommends award of contract to MV.

Motion to reject the protest and award the contract to MV:

Motion/Second: Woodward/Guilbault

Ayes: Cohen, Gee, Guilbault, Kalra, Nolan, Woodward, Tissier

Absent: Cisneros, Yeager

APPROVAL OF 2015 LEGISLATIVE PROGRAM

Seamus Murphy, Director, Government and Community Affairs, said every year the Board approves a Legislative Program that guides the advocacy efforts at the regional, State and Federal levels. This year the Program is structured to support three areas. They remain unchanged from last year, but the issue areas have changed slightly to reflect the conditions that have changed over the year.

Mr. Murphy said staff will focus on two revenue opportunities. One is related to the State's effort to explore a road user charge to replace the excise tax on gasoline. A demonstration program is being worked on to establish this as a potential replacement revenue source. A technical advisory committee will be meeting regularly to move this along. He said \$10 million was suggested for appropriation in the governor's budget to help implement this program. A similar Oregon program started in 2001 has grown exponentially in the last couple of years, and has been very successful. A pilot program could be in place as early as next year.

Mr. Murphy said Cap and Trade is the other opportunity. There are 40 percent of those funds on a year-to-year basis that are unallocated. The Legislative Program anticipates staff moving forward with advocacy efforts to try to secure a portion of that funding. Staff will be looking at the criteria for the different programs the State has approved for the current fiscal year, and how it can be adjusted or changed to help benefit the JPB's programs and projects for the next round.

Motion/Second: Nolan/Gee

Ayes: Cohen, Gee, Guilbault, Kalra, Nolan, Woodward, Tissier

Absent: Cisneros, Yeager

LEGISLATIVE UPDATE

Mr. Murphy said the president released his budget recommendation to Congress and it is similar to his recommendation last year. It will be a struggle to get Congress to agree to move forward with the proposals.

PRESENTATION ON THE CALTRAIN SHORT-RANGE TRANSIT PLAN – DRAFT ELEMENTS

Sebastian Petty, Senior Planner, presented:

- Short-Range Transit Plan
 - MTC requirement
 - Ten-year horizon (FY2015-2024)
 - Basis for Regional Transportation Plan and Transportation Improvement Program
 - Key draft elements
 - Capital Improvement Program and funding
 - Operations and maintenance
- Policy Framework
 - Caltrain Strategic Plan
 - MTC Transit Sustainability Program
 - CalMod Program
 - Caltrain/high-speed rail blended system
- Operating Plan Assumptions
 - FY2016 to FY2020
 - Longer trains (Metrolink cars)
 - Service levels and schedule consistent with today
 - Electrification construction and testing
 - FY2021 to FY2024
 - Mixed-fleet service
 - Service expansion and schedule change
- Capital Improvement Plan (CIP)
 - Three Key Components
 - Rehabilitation
 - Reliability and enhancement
 - CalMod
 - Construction priorities
 - Limited construction windows
 - Safety first
 - Electrified revenue service 2020
- Rehabilitation
 - Infrastructure rehabilitation
 - Bridge replacement
 - Hold-out rule stations
 - Ongoing track, fencing, security and stations rehabilitation
 - Signals and communications
 - Ticket machine replacement
 - Rolling stock rehab
- Reliability/enhancement
 - North Terminal
 - 22nd Street accessibility
 - South Terminal (Phase II and III)

- San Mateo County grade separations
- Mini-high platforms
- Minor six-car train platform modifications
- New control points
- Station access enhancements
- System technology enhancements
- Needs and funding
 - System-wide rehabilitation - \$516 million
 - Enhancement program - \$575 million
 - Funding available - \$430 million
 - Gap - \$661 million
- CalMod
 - Phase 1
 - Electrification and initial EMU procurement
 - CBOSS PTC
 - Phase 2
 - Full fleet replacement with six-car EMUs
 - Full fleet expansion to eight-car EMUs, platform lengthening and modifications for level boarding
- Needs and funding
 - CalMod Phase 1 - \$1.762 billion needed, \$1.456 billion available, \$306 million gap
 - CalMod Phase 2 - \$624 million needed, \$0 available
- Next steps
 - Partner coordination
 - Refine CIP estimates and identify funding sources
 - Operations and maintenance forecast
 - Return to JPB with update and submit draft to MTC
 - Address comments and finalize

Public Comment

Andrew Boone, East Palo Alto, said the long-term strategic plan should address and identify every platform as being in need of reconstruction to achieve level boarding. He said he wants to make sure the funding gap in the ten-year period of time includes level boarding.

Director Nolan asked if these funding gaps are typical of reports received by MTC. Mr. Scanlon said it is common.

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

None

GENERAL COUNSEL REPORT

None

DATE/TIME/PLACE OF NEXT MEETING

The next meeting will be Thursday, March 5, 2015, 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 12:06 p.m.