



AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

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

May 7, 2015 – Thursday

10:00 a.m.

1. Pledge of Allegiance

2. Call to Order/Roll Call

3. Public Comment

Public comment by each individual speaker shall be limited to two minutes

4. Consent Calendar

Members of the public or Board may request that an item under the Consent Calendar be considered separately

a) Approval of Minutes of April 2, 2015

b) Acceptance of Statement of Revenues and Expenses for March 2015

c) Authorize the Filing of an Affordable Housing and Sustainable Communities Funding Application with the Strategic Growth Council and the Department of Housing and Community Development and the Execution of a Funding Agreement for the South San Francisco Caltrain Station Improvements Project

d) Authorize Rejection of the Single Bid for the Purchase and Delivery of One New Ballast Regulator and Solicitation on the Open Market

5. Chairperson's Report

6. Report of the Citizens Advisory Committee

RESOLUTION
INFORMATIONAL

7. Report of the Executive Director

a) Caltrain Modernization Update

INFORMATIONAL

8. Key Caltrain Performance Statistics March 2015

INFORMATIONAL

9. Preliminary Fiscal Year 2016 Operating Budget

INFORMATIONAL

10. Preliminary Fiscal Year 2016 Capital Budget

INFORMATIONAL

11. Assessment of the Fiscal Year 2015 Fuel Hedging Program

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
May 7, 2015 Agenda

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|---|---------------|
| 12. Authorize Adoption of the Revised Fuel Hedging Policy and Appointment of Orrick, Herrington & Sutcliffe LLP to Serve as Special Counsel in Connection with the Fiscal Year 2016 Fuel Hedging Program for a Not-to-Exceed Fee of \$150,000 | RESOLUTION |
| 13. Authorize Award of Contract to Vavrinek, Trine, Day & Co., LLP to Provide Financial Audit Services for a Firm-Fixed Price of \$329,720 Over a Five-Year Term and Requested Additional Financial Auditing Services at the Not-to-Exceed Amount of \$200,000 | RESOLUTION |
| 14. Authorize Entering into an Agreement Between the San Mateo County Transit District and the County of San Mateo for Law Enforcement and Police Communications Services Provided to the Peninsula Corridor Joint Powers Board at a Total Not-to-Exceed Cost to the JPB of \$11,958,901 Over a Three-Year Term | RESOLUTION |
| 15. Authorize Extension to Lease of Warehouse with Trustees of the Del Secco Revocable Trust at 4000 Campbell Avenue in Menlo Park for a Period of Five Years for a Total Cost of \$2,100,000 | RESOLUTION |
| 16. Communications-Based Overlay Signal System Positive Train Control Presentation | INFORMATIONAL |
| 17. Annual Passenger Counts Presentation | INFORMATIONAL |
| 18. Caltrain Short-Range Transit Plan – Draft Elements Presentation | INFORMATIONAL |
| 19. Legislative Update | INFORMATIONAL |
| 20. Correspondence | |
| 21. Board Member Requests | |
| 22. Date/Time of Next Meeting: Thursday, June 4, 2015, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2 nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070 | |

23. General Counsel Report

- a) Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 43945.9(a): 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(a): Parking Company of America v. Peninsula Corridor Joint Powers Board. Case No. CIV533496

24. Adjourn

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

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

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

Public Comment

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

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

MINUTES OF APRIL 2, 2015

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

MEMBERS ABSENT: A. Kalra, K. Yeager

STAFF PRESENT: J. Ackemann, J. Averill, J. Cassman, A. Chan, D. Couch,
J. Hartnett, C. Harvey, R. Haskin, M. Lee, M. Martinez, N. McKenna,
V. O'Brien, M. Simon, S. van Hoften

Chair Adrienne Tissier called the meeting to order at 10:05 a.m. and led the Pledge of Allegiance.

PUBLIC COMMENT

Shirley Johnson, San Francisco Bicycle Coalition (SFBC), said there were 427 reported bike bumps in March, the most ever. She thanked the Board for adding bike cars to the Bombardier trains. She said Caltrain's online bump format and tweets do not include the total number of bikes bumped. She said she would like to work with staff to create a better bump report method.

Tom Harrington, Global Commute Solutions Leader, Intuit, and Secretary, Mountain View Transportation Management Association, said Caltrain has had an unusually high number of service disruptions over the last few months, and its contingency plans are not working. He asked for comprehensive contingency plans to be shared with riders and implemented when there are delays. Communications on the train, station announcements, signs, and online alerts are often contradictory. He said Caltrain is losing riders due to this uncertainty.

Roland Lebrun, San Jose, said Caltrain should allow passengers to report on a web form that they did not get a seat. Caltrain should have bike counters on the train to tell in real time if the bikes were really there, if they were bumped for no reason, and if the trains are at capacity.

Greg Conlon, Atherton, said the California Public Utilities Commission (CPUC) is responsible for rail safety, and the year he was president there were 20 fatalities. The Ravenswood fatality is putting pressure on the JPB and community to do something. Quad gates are not that expensive and would help some communities.

Andrew Boone, Bicycle and Pedestrian Advisory Committee of the City/County Association of Governments of San Mateo County, said Caltrain is behind on bike lockers, especially electronic bike lockers, given the growth of bike users on Caltrain. More bike lockers should be placed at the busiest stations.

CONSENT CALENDAR

- Approval of Minutes of March 5, 2015
- Acceptance of Statement of Revenues and Expenses for February 2015
- Authorize Disposition of Five Service Support Vehicles
- Authorize the Filing of Applications for State Proposition 1B Transit Security Grant Program Funds to Receive \$939,246 in Fiscal Year 2014/2015 for Transportation Security Projects
- Authorize the Filing of Annual Cap and Trade Funding Applications and Certifications and Assurances to Receive California Low Carbon Transportation Operations Program Funds

Motion/Second: Gee/Nolan

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

Absent: Kalra, Yeager

Authorize Submitting an Application for Transit Performance Initiative Program Funding to the Metropolitan Transportation Commission for \$1,509,386 and Committing Matching Funds to Help Fund the Installation of a New Control Point on the Caltrain Main Line in San Carlos and Map-Based Real-Time Schedule Information for Caltrain.com

This item was removed from the consent calendar for public comment.

Public Comment

Roland Lebrun, San Jose, said this should have gone to the Citizens Advisory Committee (CAC) first. He said the CAC would have discussed how the Santa Clara Valley Transportation Authority (VTA) uses Wi-Fi to provide train locations. He said he doesn't understand how a control point costs \$5 million. A control point would be needed at every crossing.

Motion/Second: Nolan/Cohen

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

Absent: Kalra, Yeager

CHAIRPERSON'S REPORT

Chair Tissier welcomed Jim Hartnett, Executive Director, to the agency.

Director Perry Woodward requested the Board to adjourn the meeting in memory of Michael Johnson, San Jose Police Officer, who died in the line of duty.

REPORT OF THE CAC

Adina Levin, CAC member, said at the meeting of March 18, the CAC:

- Discussed the potential of implementing quiet cars. Some members supported the idea, others raised concerns about crowding and feasibility.
- Discussed schedule integration and the challenges of a complex schedule.
- Discussed potential changes to the by-laws and making more direct recommendations to the Board.

Public Comment

Robert Kirby, Sunnyvale, said he raised the issue that VTA should better integrate with Caltrain. He asked the Board to consider requesting VTA buses to meet trains as there is

no policy currently in place.

REPORT OF THE EXECUTIVE DIRECTOR

Proclamation Declaring April 9, 2015 Stand Up for Transportation Day

Jayme Ackemann, Manager, Communications, said Stand Up for Transportation Day is an American Public Transportation Association–led event across the nation. All nine Bay Area counties are participating with the Metropolitan Transportation Commission (MTC) at an event at the Transbay Terminal in San Francisco to raise voices about the need to invest in transportation infrastructure funding.

Motion/Second: Gee/Guilbault

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

Absent: Kalra, Yeager

Caltrain Modernization (CalMod) Update

Marian Lee, Executive Officer, CalMod Program, said:

- Installation of the Communications-based Overlay Signal System (CBOSS)/Positive Train Control (PTC) is continuing in the vehicles and along the corridor. Most of the corridor work is occurring during the day between San Francisco and Redwood City. Testing is being done at grade crossings in the evenings. No complaints have been received from communities, possibly due to the coordinated updates staff is providing.

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

- Electrification Procurement Request for Proposal (RFP) released on February 27
 - Funding partners/proposers input
 - Provided to six prequalified proposers
 - Public posting www.caltrain.com/calmod
 - Pre-proposal conference and Disadvantaged Business Enterprise (DBE) outreach on March 17 and 18, respectively
 - Amendment #1 issued
 - To be completed
 - Additional amendments
 - Evaluation and selection
 - Board approval and award contract (fall 2015)
- Vehicle Procurement
 - Caltrain Operations Review
 - Compatibility with existing diesel fleet
 - Operational impact with platform modifications
 - Capability to convert to high-level boarding
 - Community sensitivity to raised platforms
 - System and high-speed rail station benefits
 - Utilization of traps
 - Onboard lifts and/or mini highs at 24-inch and/or 48-inch levels
 - Next Steps
 - March to April: complete Operations review (compatible boarding heights)

- April to June: public discussion on bikes/seats/bathrooms and compatible boarding heights
- July: Board action/release RFP
- Winter 2015/2016: award contract

Public Comment

Roland Lebrun, San Jose, thanked the Board for posting the electrification RFP online. He said this RFP does not include tunnels. To minimize risk, the RFP should be broken up into separate packages by county, and then the same bidder could bid for all three. He said there is no mention of platform heights and the impact it could have on station modifications. Volume 4 is missing from the website. There is no mention of the financial state of the bidders, and one bidder just suffered its highest loss ever. He said there are six manufacturers for the Electric Multiple Unit (EMU) Request for Information, but that list does not include Siemens or Alstom. He said the California High-speed Rail Authority (CHSRA) is meddling with the Caltrain EMU procurement.

Doug DeLong, Mountain View, said CHSRA will cost Caltrain and Metrolink a lot of money because they don't want to use duplex train sets.

Andy Chow, Bay Rail Alliance, said he is concerned with the potential platform compatibility with CHSRA. It is desirable to have common heights, but the JPB could be repeating a mistake if Caltrain adopted a high boarding height like the San Francisco Municipal Transportation Agency did 30 years ago. High steps create a hazard, add dwell time, and all the other cities along the line, including those with historic stations, will have high platforms the cities did not ask for.

Jeff Carter, Millbrae, said the priority is Caltrain, regardless of CHSRA. CHSRA should not dictate to Caltrain or Metrolink the platform heights. Level boarding is very important. CHSRA should accommodate Caltrain's needs.

Adina Levin, Friends of Caltrain, said the summary findings include options for eight-car trains and full fleet replacement. It would be excellent if this could be done as a part of the original process to get capacity in the system. She said the concerns she hears most are about capacity and keeping up with growth.

Director Tom Nolan said he would like a special meeting or workshop before the July decision to go through the fundamental issues regarding level boarding. He said he would like CHSRA to attend to speak about their perspective.

Mr. Hartnett reported:

- He will look into subject areas of interest to the Board where there is an opportunity to have in-depth discussions and workshops.
- Staff is looking into live-streaming Board meetings.
- Many of his activities since beginning this job relate to electrification and modernization. The relationship of CHSRA will be an important part of his focus in addition to the specific issue of level boarding.

Performance Report

Chuck Harvey, Deputy CEO, said

- Key Caltrain Performance Statistics February, 2015 compared to February 2014
 - Monthly Performance Statistics:
 - Total Ridership was 1,362,580, an increase of 9.2 percent.
 - Average Weekday Ridership was 56,141, an increase of 9.5 percent.
 - Total Revenue was \$6,430,483, an increase of 13.5 percent.
 - On-time Performance was 88.1 percent, a decrease of 7.7 percent.
- Special service:
 - Staff participated with VTA in serving the WrestleMania event. SamTrans buses were used for the bus bridge on an emergency basis.
 - Staff has a planning meeting with the National Football League for Super Bowl 50.
 - Giant's baseball begins today.
- The 16 new Metrolink railcars are being moved and should be here in the next 48 hours. Staff will expedite getting a few of them cleaned up and into service.

Public Comment

Adina Levin, Friends of Caltrain, thanked the Board for looking into streaming meetings.

EXPRESSING THE CONCERN OF THE BOARD OF DEATHS BY SUICIDE ON THE CALTRAIN RIGHT OF WAY, SAFETY, PREVENTION AND EDUCATION EFFORTS, AND NEWS MEDIA RESTRAINT

Victoria O'Brien, Lieutenant, Transit Police, said the Transit Police get unwavering support from JPB staff. She said she is allowed to hand-select the deputies who work in the Transit Police Bureau.

- Transit Police training includes Crisis Intervention Training (CIT), a 40-hour class, focused on communication, education, safety and diversion, community confidence and collaboration.
- Transit Police also engage in the High-intensity Strategic Enforcement Program, where the Transit Police are highly visible at grade crossings where citizens engage in unsafe behavior and have given more than 350 citations in 2014.
- Current Rail Safety Enforcement
 - Removed more than 350 trespassers from Caltrain property
 - Prevented 40 possible suicide attempts by taking people into protective custody and transporting them to emergency treatment facilities
 - Provide education to individuals who were found illegally accessing Caltrain property
- Railway Safety
 - Crisis notification/speed restriction – Transit Police have the ability to ask the train to slow down and be aware that a trespasser is on the right of way
 - Reduce right of way access
 - High visibility – Transit Police are out as much as possible at events and on the railway educating people every day.

Director Malia Cohen asked if the people removed from the right of way are tracked to see if there are repeat offenders. Lieutenant O'Brien said if a person is cited, they are in

a database, and if someone is continually cited, a restraining order could be used. Many trespassers are from homeless encampments adjacent to the property. Many people simply need to be educated about the dangers.

Director Cohen asked if there has been an increase in the number of citations and how numbers have increased over time. Lieutenant O'Brien said yes, citations increase with the availability of officers. Transit Police are proactive and reactive after preventable accidents. She said it is more of an educational issue than a disciplinary issue.

Director Cohen asked if the officers assess the people they cite to see if it is a mental health issue, or if other factors are driving why the person is on the right of way. Lieutenant O'Brien said when deputies make contact with a citizen, they assess whether people are on the right of way on purpose, if they have problems at home, if it is because they are not paying attention, or if it is some other component. Transit Police often rely on citizens to report people on the tracks at 1-877-SAF-RAIL.

Director Cohen asked if Transit Police get training in responding to persons with mental health issues. Lieutenant O'Brien said that is the CIT training her deputies are required to complete.

Director Cohen asked what other agencies the Transit Police works with. Lieutenant O'Brien said that Transit Police works with every law enforcement agency from San Francisco to Gilroy. She said her detective attends three different CIT meetings a month throughout San Mateo County and is up to date on trends. A deputy is also assigned to the psychiatric emergency response treatment center.

Director Cohen asked how many officers are assigned to this detail and how many stations they are patrolling. Lieutenant O'Brien said she has eight deputies and two sergeants and they patrol all 34 stations along the line.

Director Nolan asked if there is any kind of pattern with suicides. Lieutenant O'Brien said it is not predictable and there is no trend.

Director Rose Guilbault asked if there is a pattern of location. Lieutenant O'Brien said no.

Mr. Harvey said the vast majority of fatalities occur near grade crossings.

Chair Tissier asked if suicides come in waves. Mr. Harvey said experts call it contagion because it becomes suggestive.

Mr. Harvey presented:

- Engineering
 - Grade separation/pedestrian crossings
 - Eliminated crossings
 - Street closures
 - Pedestrian undercrossings have been built
 - Holdout-rule station remodels
 - Two stations have closed, at Paul Avenue and Bay Meadows

- Fifteen stations have been remodeled
- Four holdout stations remain, at South San Francisco, Broadway, Atherton, and College Park
- Grade crossing safety improvements
 - A hazard analysis was conducted and several key projects were designed and delivered, including a quad gate pilot program, median dividers, crossing gate design, signage, warning lights, emergency exit gates, and increasing train approach warning time
- Fencing/signage
 - Eliminated short-cutting opportunities
 - Identified high-risk areas
 - Long-term goal is to ensure continuous fencing in place on at least one side of the corridor
 - Maintain critical access to right of way for maintenance, repair, and emergency response
 - Seek external funding. Nearly \$9 million has been spent since 2005, and about \$500,000 a year is allocated from the State Proposition 1B Safety and Security funding
 - Signs tell drivers to not stop on tracks at crossings, tell people not to trespass, and display a suicide prevention hotline phone number for people having a mental health crisis
- Technology
 - PTC will eliminate red signal or routing violations, enforce track speed limits, prevent train-to-train collisions, and improve roadway worker safety
 - Grade crossing occupancy sensors exist, and staff will research the possibility, but it has not been widely applied in North America
 - Cameras, sensors, warnings technology has not yet been applied to an open railroad corridor. Staff has scheduled a meeting with a potential provider to better understand how it may be applied

Director Cohen asked if the Board could direct the lobbying team to advocate more to increase the funding.

Mark Simon, Executive Officer, Public Affairs, said the Proposition 1B funding is assigned by formula and is all gone, but other funding opportunities could be pursued.

Mr. Simon said:

- Caltrain is part of a community that has been plagued with deaths by suicide.
- The JPB is committed to being part of the effort to address the problem.
- The average number of deaths by suicide per year from 2010 to 2012:
 - San Mateo County: 68
 - Santa Clara County: 151
 - San Francisco County: 88
 - Total: 307
 - On Caltrain tracks: 12
- Fatalities on Caltrain Tracks between 2004 and 2013
 - Average suicides: 10
 - Average unintended deaths: 2.3

- Total average per year is 13
- Fatalities on Caltrain right of way in 2015 to date: 10
- Community outreach
 - Project Safety Net
 - San Mateo County Suicide Prevention Committee
 - Santa Clara County Suicide Prevention Taskforce
 - Operation Lifesaver
 - Out of the Darkness
 - Annual rail safety events
- Community reaction includes requests to slow trains, electrify fences, or to add cameras, lights, and guards
- Experts say the way to prevent suicide is to eliminate the means, which would mean stop running trains, block off streets, or grade-separate the railroad. This would not serve the customers as the railroad is intended, and grade crossings are very expensive and take years to build.
- News media impacts
 - The amount of attention drawn by the news media and the way the media covers fatalities can affect the issue. The amount of information reported by the media has gotten more specific, which can contribute to suicide contagion.
 - The Society for Professional Journalists revised its code of ethics and proposed including language about covering suicides that happen in a public place.
 - Staff includes reporting guidelines whenever they communicate with media about these incidents.
 - Staff may have another meeting with editors and suicide professionals to improve coverage.

Chair Tissier asked if there are trends with gender. Mr. Simon said historically the data trends toward middle-aged men.

Public Comment

George Kranen, Belmont, said the presentation focused on prevention, and he asked about coping. He said suicide is a fact of life and thousands of riders are affected. He asked what is done for them. He said the Board should pursue legislation to reduce the requirement for investigations of suicides. The JPB should use analytics to optimize bus bridges around an incident.

Andy Chow, Redwood City, applauded staff and Transit Police for their efforts to reduce suicides and for interventions. He believes the media is part of the problem. He recommend that Caltrain adopt an alert system similar to a forest fire warning, because there is a need for public information, but one that keeps the gory nature of an incident private.

Greg Conlon, Atherton, said something needs to be done immediately. The JPB needs a grade separation plan. Building a trench takes the railroad out of action. The California Transportation Commission (CTC) needs to get involved. He said 30 years ago, the CPUC began getting \$15 million a year for railroad crossings, but that has not been adjusted for inflation, and \$15 million does not even cover one intersection.

Legislation needs to be done to increase that amount. The Board could do workshop with the CPUC and CTC to get a plan with specific steps.

Jim Bigelow, Menlo Park Chamber of Commerce, supports this resolution. He said he doesn't know how to prevent suicides, but there should be groups for people with problems to talk to so they can get help.

Doug DeLong, Mountain View, complimented staff on cleaning out homeless encampments. Surplus materials and scrap equipment were removed, and landscaping was done. This improves sightlines for staff.

Tom Harrington, San Mateo, said there was a seminar by the National Transportation Safety Board about trains and trespassing and ending tragic encounters. It is available online and answers many questions relevant to this conversation.

Shirley Johnson, SFBC, said that this is a complicated problem and she supports everything staff is doing and she understands how emotionally difficult it must be to deal with this issue.

Jeff Carter, Millbrae, said this is difficult and emotional and he thanked staff for dealing with it. People are affected when they hear about suicide by train. He said he hopes more can be done to educate the press on suicide reporting.

Andrew Boone, East Palo Alto, said a solution for preventable accidents could be to lengthen the time for lights to start flashing and arms to start lowering before the train arrives at the crossing. More grade separations should be done faster. He said the first step is to identify how much it would cost to grade separate the entire corridor.

Director Cohen said it is important to make it clear the JPB takes this issue seriously. She said she discourages sensationalizing media headlines of suicide reporting. Science backs up the fact that news coverage can make the problem worse or that it could make the problem better. The agency has a responsibility to put forth quality policy measures and increase safety. This is not just a Caltrain problem, it is a community problem, and resources are available to help people. The resolution before the Board is a public statement acknowledging the JPB is committed to being a part of the solution. Money should not be the problem. Some municipalities are having more serious conversations about grade separations. Something different needs to be done and the first step is a simple resolution.

Motion/Second: Cohen/Nolan

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

Absent: Kalra, Yeager

Mr. Hartnett said the entire organization takes the issue very seriously. It directly affects staff personally and professionally. Staff members are passionate about seeking every possible means to solutions. He will be taking a fresh look at the analytics.

AUTHORIZE AWARD OF CONTRACT TO STEINY AND COMPANY, INC. IN THE TOTAL AMOUNT OF \$478,900 FOR TICKET VENDING MACHINE (TVM) STATION SITES PREPARATION

Mr. Harvey said this work is being done to improve the reliability of the TVM system, cabling and communication lines.

Motion/Second: Nolan/Cisneros

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

Absent: Kalra, Yeager

AUTHORIZE REJECTION OF ALL BIDS FOR THE BAYSHORE STATION PAINTING PROJECT

Mr. Harvey said the lowest bidders used incorrect bid forms, so their bids are not responsive and this cannot be waived as a minor irregularity. He said typically, staff would go with the next lowest bidder, but in this case, the next lowest bidder is well over the engineer's estimate and the available funding to do this project. Staff is asking the Board to reject the bids from Euro Style Management, Inc., Everlast Builders, Inc., Jeffco Painting and Coating, Inc., and Certified Coatings Company, so that staff can review the scope of the project, seek additional capital funding, and go back out to bid.

Motion/Second: Nolan/Gee

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

Absent: Kalra, Yeager

AUTHORIZE REJECTION OF SINGLE BID FOR INSTALLATION OF EQUIPMENT ASSOCIATED WITH THE SAN FRANCISCO BICYCLE PARKING FACILITY TENANT IMPROVEMENTS

Mr. Harvey said there is a new operator at this facility who is looking for ways to increase capacity. Staff went out to bid for some work but the price that came in from Rockridge Builders was much higher than the estimated value. Staff and the operator came up with some good ideas to re-purpose some of the existing space and increase capacity without spending unreasonable sums of money.

Motion/Second: Gee/Cisneros

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

Absent: Kalra, Yeager

Chair Tissier said the following items will be postponed until the next meeting:

ANNUAL PASSENGER COUNTS PRESENTATION

ASSESSMENT OF THE FISCAL YEAR 2015 FUEL HEDGING PROGRAM

LEGISLATIVE UPDATE

Chair Tissier said this item will be postponed until the next meeting, but a member of the public would like to comment.

Public Comment

Roland Lebrun said Senate Bill 650 is not in the agenda packet. It will extend the PTC implementation deadline from 2015 to 2020. Staff should come to Board to give an analysis on this bill and its impact on the implementation of the CBOSS system.

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

None

GENERAL COUNSEL REPORT

Chair Tissier said this item will be postponed until the next meeting.

DATE/TIME/PLACE OF NEXT MEETING

The next meeting will be Thursday, May 7, 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 12:04 p.m. in memory of Officer Michael Johnson.

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **STATEMENT OF REVENUE AND EXPENSE FOR THE PERIOD ENDING
MARCH 31, 2015 AND SUPPLEMENTAL INFORMATION**

ACTION

Staff proposes the Board of Directors accept and enter into the record the Statement of Revenue and Expense for the month of March 2015 and supplemental information.

SIGNIFICANCE

Revenue: For March of Fiscal Year 2015, *Total Operating Revenue* (line 7) is \$1,485,806 or 2.2 percent **better** than budget. Within total operating revenue, *Farebox Revenue* (line 1) is \$2,070,976 or 3.5 percent **better** than budget. Compared to the prior year, *Total Operating Revenue* (line 7) is \$5,716,311 or 9.2 percent **higher**.

Expense: *Grand Total Expenses* (line 50) show a favorable variance of \$7,354,543 or 8 percent. The *Rail Operator Service* (line 23) is \$1,487,989 or 2.9 percent **better** than budget, and *Total Operating Expense* (line 36) is \$6,085,491 or 7.8 percent **better** than budget. *Total Administrative Expense* (line 46) is \$1,269,052 or 9.6 percent **better** than budget.

Compared to prior year, *Grand Total Expenses* (line 50) are \$1,990,905 or 2.3 percent **lower**.

BUDGET IMPACT

There are no budget revisions for the month of March 2015.

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

650.508.6259
650.508.7752

PENINSULA CORRIDOR JOINT POWERS BOARD STATEMENT OF REVENUE AND EXPENSE Fiscal Year 2015 March 2015								
						% OF YEAR ELAPSED		
						75.0%		
	MONTH	YEAR TO DATE				ANNUAL		
	CURRENT	PRIOR	CURRENT	REVISED	% REV	APPROVED	REVISED	% REV
	ACTUAL	ACTUAL	ACTUAL	BUDGET (A)	BUDGET	BUDGET	BUDGET	BUDGET
(AS PROJECTED)								
REVENUE								
OPERATIONS:								
1 Farebox Revenue	6,862,951	54,497,532	61,601,296	59,530,320	103.5%	75,043,692	80,043,692	77.0%
2 Parking Revenue	350,090	2,986,944	3,255,784	3,058,430	106.5%	4,051,240	4,051,240	80.4%
3 Shuttles	201,924	1,194,382	1,339,304	1,501,340	89.2%	2,001,840	2,001,840	66.9%
4 Rental Income	146,779	1,296,222	1,311,654	1,303,290	100.6%	1,737,720	1,737,720	75.5%
5 Other Income	28,920	2,442,774	626,128	1,254,979	49.9%	1,679,620	1,679,620	37.3%
6								
7 TOTAL OPERATING REVENUE	7,590,665	62,417,854	68,134,165	66,648,359	102.2%	84,514,112	89,514,112	76.1%
8								
CONTRIBUTIONS:								
10 AB434 Peninsula & TA Shuttle Funding	161,693	1,508,877	1,501,519	1,486,155	101.0%	1,981,540	1,981,540	75.8%
11 Operating Grants	554,452	9,715,935	5,021,096	4,990,066	100.6%	6,653,422	6,653,422	75.5%
12 JPB Member Agencies	1,652,412	12,923,670	14,871,717	14,871,720	100.0%	19,828,952	19,828,952	75.0%
13 Other Sources				3,912,447	0.0%	12,758,000	12,758,000	0.0%
14								
15 TOTAL CONTRIBUTED REVENUE	2,368,557	24,148,483	21,394,333	25,260,388	84.7%	41,221,914	41,221,914	51.9%
16								
17 GRAND TOTAL REVENUE	9,959,222	86,566,337	89,528,498	91,908,747	97.4%	125,736,026	130,736,026	68.5%
18								
EXPENSE								
OPERATING EXPENSE:								
23 Rail Operator Service	5,834,062	49,736,801	49,945,407	51,433,396	97.1%	67,650,426	69,440,426	71.9%
24 Rail Operator Service - Other	-	128,387	2,657	-	0.0%	-	-	0.0%
25 Security Services	426,593	3,179,934	3,613,651	3,692,963	97.9%	4,989,510	4,989,510	72.4%
26 Rail Operator Extra Work	-	(251,596)	-	117,000	0.0%	155,500	245,500	0.0%
27 Contract Operating & Maintenance	6,260,655	52,793,527	53,561,715	55,243,359	97.0%	72,795,436	74,675,436	71.7%
28 Shuttles Services	530,193	3,246,599	3,378,726	3,624,983	93.2%	4,833,310	4,833,310	69.9%
29 Fuel and Lubricants	833,137	11,142,977	9,355,995	12,595,730	74.3%	17,702,600	17,478,100	53.5%
30 Timetables and Tickets	-	(7,849)	91,229	123,000	74.2%	148,000	148,000	61.6%
31 Insurance	357,048	4,561,578	1,898,788	2,265,403	83.8%	5,713,750	5,713,750	33.2%
32 Facilities and Equipment Maint	202,322	1,137,141	1,267,407	1,481,636	85.5%	1,975,415	2,005,415	63.2%
33 Utilities	161,189	1,112,905	1,401,780	1,590,101	88.2%	2,120,185	2,120,185	66.1%
34 Maint & Services-Bldg & Other	107,508	856,631	842,394	959,314	87.8%	1,397,218	1,397,218	60.3%
35								
36 TOTAL OPERATING EXPENSE	8,452,052	74,843,509	71,798,035	77,883,526	92.2%	106,685,914	108,371,414	66.3%
37								
ADMINISTRATIVE EXPENSE								
39 Wages and Benefits	621,406	4,641,564	4,834,283	5,061,290	95.5%	6,768,729	6,298,861	76.7%
40 Managing Agency Admin OH Cost	497,471	3,333,268	3,586,633	4,114,824	87.2%	5,486,432	5,486,432	65.4%
41 Board of Directors	594	7,483	9,105	11,025	82.6%	11,700	11,700	77.8%
42 Professional Services	317,831	1,825,666	2,194,609	2,528,414	86.8%	3,533,792	4,045,771	54.2%
43 Communications and Marketing	1,439	(18,422)	58,263	71,257	81.8%	119,300	118,300	49.2%
44 Other Expenses and Services	118,326	1,084,899	1,246,120	1,411,255	88.3%	2,027,284	2,090,674	59.6%
45								
46 TOTAL ADMINISTRATIVE EXPENSE	1,557,068	10,874,458	11,929,013	13,198,065	90.4%	17,947,237	18,051,737	66.1%
47								
48 Long Term Debt Expense	68,996	827,142	827,156	827,156	100.0%	1,102,875	1,102,875	75.0%
49								
50 GRAND TOTAL EXPENSE	10,078,116	86,545,109	84,554,204	91,908,747	92.0%	125,736,026	127,526,026	66.3%
51								
52 NET SURPLUS / (DEFICIT)	(118,894)	21,228	4,974,294	-	0.0%	-	3,210,000	155.0%
<p>"% OF YEAR ELAPSED" provides a general measure for evaluating overall progress against the annual budget. When comparing it to the amounts shown in the "% REV BUDGET" column, please note that individual line items reflect variations due to seasonal activities during the year.</p> <p>(A) Staff has reallocated year to date budget due to timing of expenditures.</p>								



BOARD OF DIRECTORS 2015

ADRIENNE TISSIER, CHAIR
 PERRY WOODWARD
 JOSE CISNEROS
 MALIA COHEN
 JEFF GEE
 ROSE GUILBAULT
 ASH KALRA
 TOM NOLAN
 KEN YEAGER

JIM HARTNETT
 EXECUTIVE DIRECTOR

PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF MARCH 31, 2015

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
Local Agency Investment Fund (Restricted)	*	Liquid Cash	0.278%	\$ 2,000,000	\$ 2,000,000
Local Agency Investment Fund (Unrestricted)	*	Liquid Cash	0.278%	40,535,369	40,535,369
County Pool (Unrestricted)	**	Liquid Cash	0.861%	10,738,093	10,738,093
Other (Unrestricted)		Liquid Cash	0.000%	4,375,543	4,375,543
Other (Restricted)	***	Liquid Cash	0.200%	31,265,457	31,265,457
				\$ 88,914,461	\$ 88,914,461
Accrued Earnings for MARCH 2015		\$ 22,027.80			
Cumulative Earnings FY2015		\$ 159,617.83			

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

** As of February 2015 the amortized cost of the Total County Pool was \$4,064,374,355.51 and the fair market value per San Mateo County Treasurer's Office was \$4,076,750,971.04.

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

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

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

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **AUTHORIZE THE FILING OF AN AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES FUNDING APPLICATION AND EXECUTION OF A FUNDING AGREEMENT FOR THE SOUTH SAN FRANCISCO STATION IMPROVEMENTS PROJECT**

ACTION

Staff Coordinating Council recommends the Board authorize the Executive Director, or his designee, to:

1. Submit a funding application for Affordable Housing and Sustainable Communities (AHSC) cap and trade funds for the South San Francisco Caltrain Station Project from the Strategic Growth Council and the Department of Housing and Community Development (Department);
2. Enter into a funding agreement to receive the funds if awarded; and
3. File and execute other documentation as required.

SIGNIFICANCE

The AHSC is one of several funding programs that are part of a broad-based State effort to invest proceeds from the cap and trade auction program to reduce greenhouse gas emissions as required under California's climate action law, Assembly Bill 32.

Each eligible funding recipient is required to submit a resolution approved by its governing body authorizing the designated agency officer(s) to apply for and execute any action necessary for the processing of applications associated with AHSC funds.

AHSC is a competitive grant program funding affordable housing and transportation-related infrastructure projects. The Peninsula Corridor Joint Powers Board is applying for \$5 million toward the South San Francisco Caltrain Station Project. The South San Francisco Caltrain Station Project will make improvements to the station including the construction of a new pedestrian and bicycle underpass to connect the east and west

sides of the station to a new center boarding platform. These improvements will also eliminate the hold-out rule at the station.

BUDGET IMPACT

Funding awards are anticipated to be announced in summer 2015. If funding is received, the Fiscal Year (FY) 2016 Capital Budget will need to be amended to include the AHSC funding for the South San Francisco Caltrain Station Project.

BACKGROUND

The AHSC is one of several programs in the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The AHSC is a competitive grant program that funds various affordable housing and transportation-related infrastructure projects. The AHSC program is funded at \$120 million in FY2015 and will be funded annually with 20 percent of the auction proceeds from the State's cap and trade program starting in FY2016.

Prepared by: Peter Skinner, Senior Grants Analyst

650.622.7818

RESOLUTION NO. 2015 –

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

*** * ***

**AUTHORIZING THE FILING OF AN AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES
FUNDING APPLICATION AND EXECUTION OF A FUNDING AGREEMENT FOR
THE SOUTH SAN FRANCISCO STATION IMPROVEMENTS PROJECT**

WHEREAS, the State of California, the Strategic Growth Council (SGC) and the Department of Housing and Community Development (Department) has issued a Notice of Funding Availability (NOFA) dated January 30, 2015, and amended as of March 19, 2015, under the Affordable Housing and Sustainable Communities (AHSC) Program established under Division 44, Part 1 of the Public Resources Code commencing with Section 75200; and

WHEREAS, the SGC is authorized to approve funding allocations for the AHSC Program, subject to the terms and conditions of the NOFA, Program Guidelines, Application Package, and Standard Agreement, and the Department is authorized to administer the approved funding allocations of the AHSC Program; and

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) desires to apply for \$5 million of AHSC Program funds for the South San Francisco Caltrain Station Project and submit the application package released by the Department for the AHSC Program; and

WHEREAS, the Staff Coordinating Council recommends that the JPB Board of Directors delegate authority to the Executive Director, or his designee, to file an application for AHSC funding, execute any documents required to apply for and receive AHSC funding, and execute any amendments thereto.

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

1. Authorizes the Executive Director or his designee to apply for and submit to the Department the AHSC Program Application as detailed in the NOFA dated January 30, 2015, and amended as of March 19, 2015, for the 2014-15 Fiscal Year in an amount not to exceed \$5 million.

If the application is approved, the Executive Director, or his designee, is hereby authorized and directed to enter into, execute, and deliver a State of California Standard Agreement (Standard Agreement) in an amount not to exceed \$5 million, and any and all other documents required or deemed necessary or appropriate to secure the AHSC Program funds from the Department, and all amendments thereto (collectively, the "AHSC Documents").

2. Agrees the JPB will be subject to the terms and conditions as specified in the Standard Agreement. Funds are to be used for allowable capital asset project expenditures to be identified in Exhibit A of the Standard Agreement. The application in full is incorporated as part of the Standard Agreement. Any and all activities funded, information provided, and timelines represented in the application are enforceable through the Standard Agreement. The JPB hereby agrees to use the funds for eligible capital asset(s) in the manner presented in the application as approved by the Department and in accordance with the NOFA and Program Guidelines and Application Package.
3. Authorizes the Executive Director, or his designee, to execute in the name of applicant the AHSC Program Application Package and the AHSC Program Documents as required by the Department for participation in the AHSC Program.
4. Authorizes the Executive Director, or his designee, to take such actions as may be necessary to give effect to this resolution, including filing annual funding applications, executing any agreements, certifications and assurances, related amendments, or other documentation that may be required to receive the funds.

Regularly passed and adopted this 7th day of May, 2015 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: Gigi Harrington
Deputy CEO

C. H. (Chuck) Harvey
Deputy CEO

SUBJECT: **AUTHORIZE REJECTION OF SINGLE BID FOR THE PURCHASE AND DELIVERY
OF ONE NEW BALLAST REGULATOR**

ACTION

Staff Coordinating Council recommends the Board:

1. Reject the single bid received, pursuant to the Invitation for Bids (IFB) issued for the purchase and delivery of one new ballast regulator, from Plasser American Corp. (Plasser), which staff determined to be non-responsive.
2. Authorize staff to solicit the open market to negotiate with the identified qualified firms that can meet the Peninsula Corridor Joint Powers Board's (JPB) needs.

SIGNIFICANCE

There are only two manufacturers in the United States that can meet the JPB's technical requirements for a ballast regulator. Approval of the above actions will allow rejection of the single bid received and will authorize staff to approach the manufacturers directly to negotiate a fair and reasonable price.

BUDGET IMPACT

Rejection of the bid will have no budget impact.

BACKGROUND

An IFB was issued on the JPB's procurement website to obtain bids for the purchase and delivery of one new ballast regulator. Staff advertised the IFB in a local newspaper of general circulation. Solicitation notifications also were sent to interested bidders. The JPB received one bid, which was not from a Small Business Enterprise or Disadvantaged Business Enterprise, as listed below:

Company	Bid Amount
<i>Engineer's Estimate</i>	<i>\$325,000</i>
1. Plasser, Chesapeake, VA	\$1,304,016

Upon review by staff and legal counsel, Plasser's bid was found to be non-responsive because it contained written exceptions to the JPB's technical and special provisions, including the inability to meet the 180-day delivery requirement. Written exceptions submitted with a bid are not allowed under sealed bidding procedures and JPB procurement policy. Additionally, Plasser's bid exceeds available funding for this project because it offered a ballast regulator that far exceeded the JPB minimum requirements. Staff contacted other potential bidders to determine why they did not submit a bid. One indicated that it no longer manufactured ballast regulators for the U.S. market. The second manufacturer was unable to meet the technical requirements for a Tier 4 Final engine. The third manufacturer was not able to meet the JPB's 180-day delivery requirement. It stated that it needed a minimum of one year.

Under the JPB's procurement rules, the JPB may reject all bids following a formal bid process and purchase the equipment on the open market when it is in the best interest of the JPB to do so. Staff has concluded that it is in the best interest of the JPB not to re-issue the IFB because there are only two manufacturers that meet the JPB's requirements and staff can negotiate directly with those two manufacturers to successfully contract with a responsible vendor to obtain the best value for the JPB.

Contract Officer: Brian Geiger

650.508.7973

Project Manager: Pedro Gutierrez, Manager, Maintenance of Way

650.508.7793

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: C.H. (Chuck) Harvey
Deputy CEO

SUBJECT: **KEY CALTRAIN PERFORMANCE STATISTICS MARCH 2015**

In March 2015, Caltrain's average weekday ridership (AWR) was 56,352, which is an increase of 3,272 or 6.2 percent over March 2014 AWR of 53,080. The total number of passengers who rode Caltrain in March 2015 was 1,538,742, which is 7.5 percent more than in March 2014. Fare revenue growth remained strong (11.7 percent), due in part to the fare increase that took place October 2014 and the higher numbers of Go Pass sales.

On-time performance (OTP) for March 2015 was 87.9 percent, which is lower than the 92.9 percent OTP for March 2014 and lower than our goal of 95 percent. When trains arriving within 10 minutes of the scheduled arrival time are included, March 2015 OTP rises to 93 percent. Overall in March 2015, there were 1,285 mechanical minutes of delay compared with 1,000 mechanical minutes of delay in March 2014. There were four weekend days when 100 percent of the trains operated on time. An additional seven days operated with 95 percent or better OTP.

Three days significantly affected the overall OTP:

- On Thursday March 5, one train was terminated and 21 trains were delayed in the afternoon due to switch problems. Later that evening, Train 192 was terminated due to equipment failure, causing one additional train to be delayed.
- On Monday March 9, four trains were terminated, six trains were cancelled, and 25 trains were delayed due to Train 309 striking a trespasser at 6:21 a.m. south of Churchill Avenue in Palo Alto.
- On Tuesday March 17, three trains were terminated, six trains were cancelled, and 24 trains were delayed due to Train 365 striking a trespasser at 4:39 p.m. at the San Antonio Station.
- Without these three days, OTP rises to 91.1 percent and 96.3 percent with trains arriving within 10 minutes of the schedule time.

In addition to the two fatalities listed above, there were two additional fatalities that occurred in March. On Monday March 2, Train 156 struck a trespasser between

Blossom Hill and Morgan Hill at approximately 5:09 p.m. On Sunday March 29, Train 426 struck a trespasser near Mary Avenue in Sunnyvale at approximately 11:37 a.m.

Looking at customer service statistics, there were 12.7 complaints per 100,000 passengers in March 2015. This is higher than both the 9.4 complaints in March 2014 and the 12.3 complaints from the previous month in February 2015. Many of the complaints were related to the service disruptions that occurred during the month.

Shuttle ridership for March 2015 is down 2 percent from March 2014. When comparing the same shuttle routes as last year and the Marguerite shuttles are removed, overall shuttle ridership decreased 10.5 percent over March 2014. For the station shuttles, the Millbrae-Broadway shuttle averaged 239 daily riders. The Belmont-Hillsdale shuttle averaged 76 daily riders. The weekend Tamien-San Jose shuttle averaged 60 riders per day.

Caltrain Promotions – March 2015

Wrestlemania – Levi's® Stadium had a sell-out crowd for Wrestlemania. To accommodate the increase in demand, Caltrain ran extra trains. Service to the event was promoted on the rail agency's website, in *Track the Fun* and *Caltrain Connection*, through a news release and social media. Caltrain transported an additional 4,427 customers for the event.

San Jose Earthquakes – The Bay Area's only Major League Soccer team moved into their new stadium in San Jose. The stadium is a short, free Santa Clara Valley Transportation Authority bus ride from the Santa Clara train station. Caltrain carried an extra 310 passengers for the home opener.

San Jose Sharks – In March, the San Jose Sharks kept the fans' hopes alive that they'd have another playoff year. Fans continued to ride Caltrain to the Shark Tank. Service to the games was promoted through onboard adcards (produced by the Sharks), a link from the Sharks website to Caltrain, Pandora Internet Radio spots and banner ads, web button and dedicated page on caltrain.com and social media. For the five home games, Caltrain carried an additional 2,010 riders.

Partnership – Market Research & Development staff works with a number of event organizers to co-promote events that will generate train ridership and also provide added value to current Caltrain customers. In March, Caltrain partnered with the San Francisco Flower and Garden Show.

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

Table A

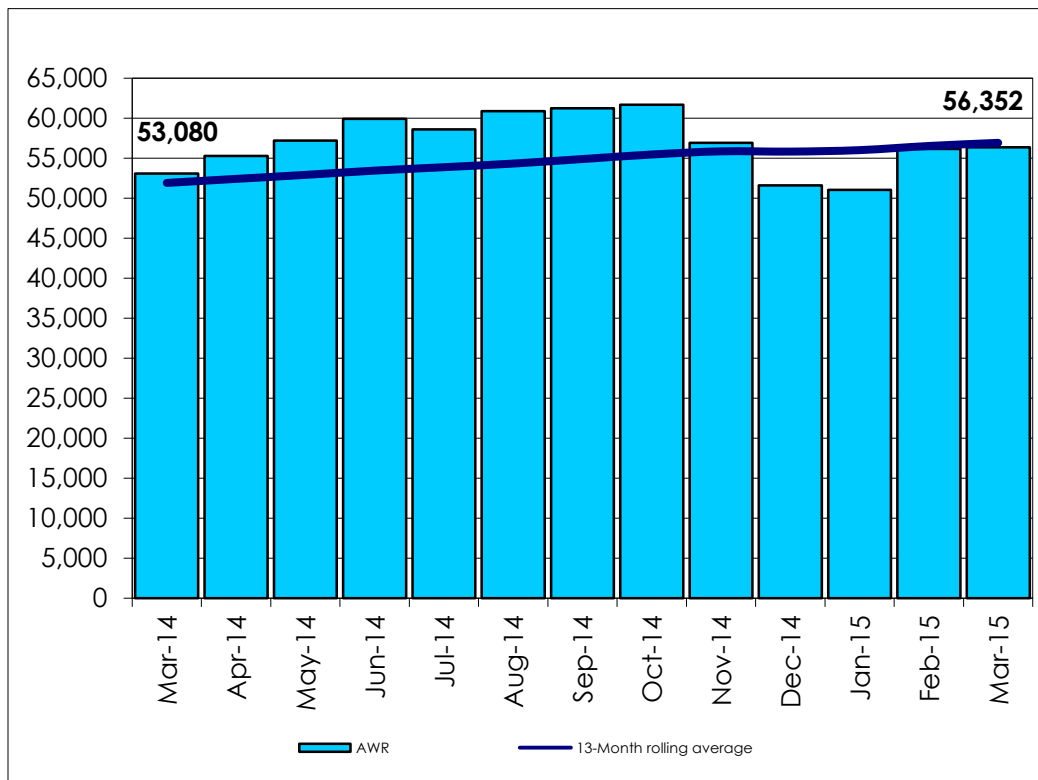
March 2015

	FY2014	FY2015	% Change
Total Ridership	1,431,748	1,538,742	7.5%
Average Weekday Ridership	53,080	56,352	6.2%
Total Farebox Revenue	\$6,144,575	\$6,862,951	11.7%
On-time Performance	92.9%	87.9%	-5.4%
Average Caltrain Shuttle Ridership	9,736	9,546	-2.0%

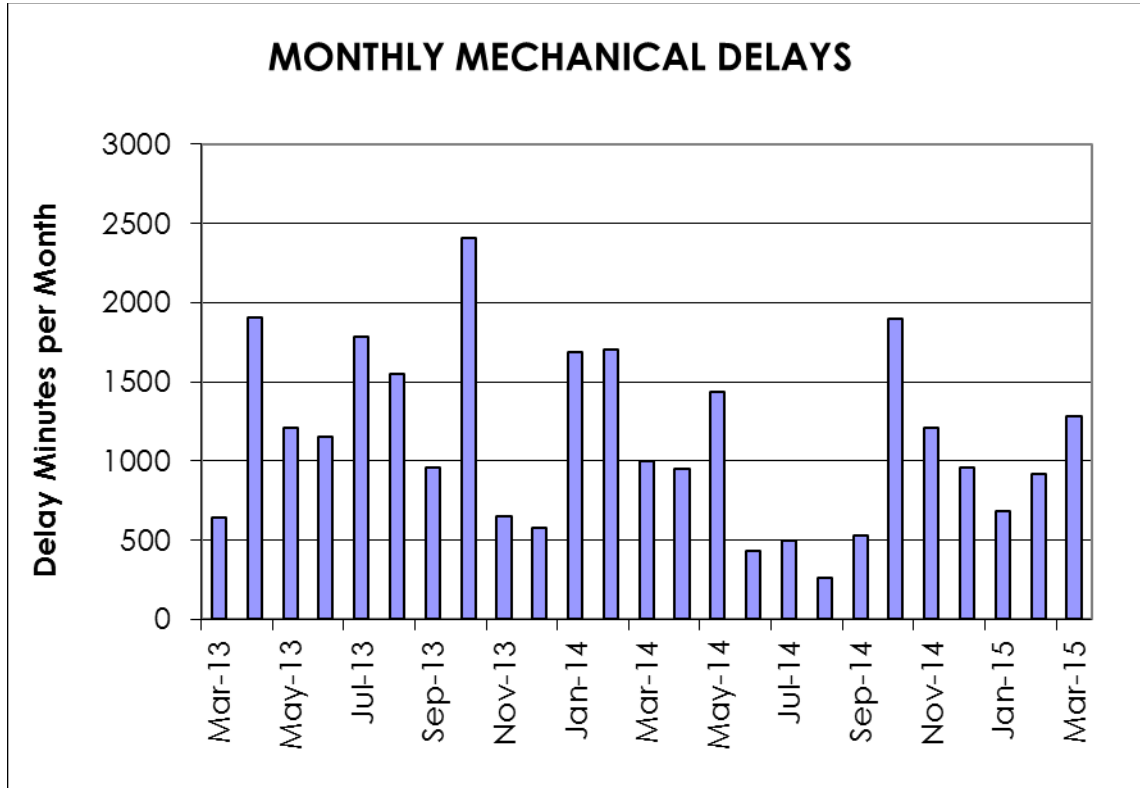
Year to Date

	FY2014	FY2015	% Change
Total Ridership	12,456,541	13,699,156	10.0%
Average Weekday Ridership	52,137	57,502	10.3%
Total Farebox Revenue	\$54,497,532	\$61,601,296	13.0%
On-time Performance	92.8%	91.0%	-1.9%
Average Caltrain Shuttle Ridership	8,010	8,512	6.3%

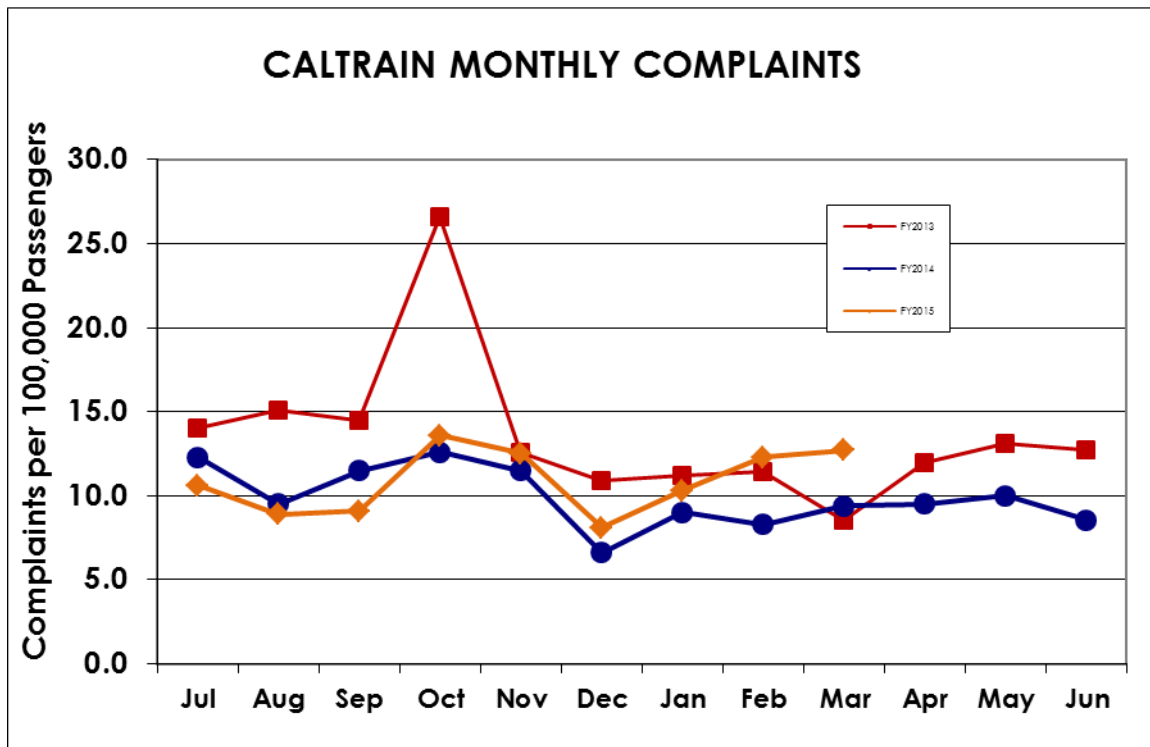
Graph A



Graph B



Graph C



**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **PRELIMINARY FISCAL YEAR 2016 OPERATING BUDGET**

ACTION

This report is submitted for informational purposes only. No action is requested at this time. At the June 4, 2015, meeting, staff will present a final Fiscal Year (FY) 2016 budget proposal for Board consideration and adoption.

SIGNIFICANCE

The preliminary FY2016 Caltrain Operating Budget, as shown in Attachment A, is \$139.1 million, an **increase** of \$11.6 million, or 9.1 percent over the FY2015 revised budget. The preliminary budget is balanced, primarily due to prior years' farebox revenue exceeding budget and operating budget savings from prior years.

The increase in the FY2016 Preliminary Budget is due largely to an increase in the Rail Operator Service line item, which is in alignment with the contract and reflects the increasing complexity of operating the Caltrain service.

Fiscal Year 2016 Revenue Projections

Total revenues for FY2016 are projected to be \$139.1 million. Revenues include the following significant components:

- **Operating Revenue** for Caltrain is projected to be \$93.1 million, which includes the following:
 - Farebox Revenue is projected to be \$83.7 million. This projection is based on FY2015 year-to-date actuals from July – February and reflects a fare increase starting in January 2016. The Peninsula Corridor Joint Powers Board (JPB) has been experiencing record ridership with regular and special event service.
 - Parking Revenue is projected to be \$4.4 million, which reflects year-to-date actuals and estimated growth in FY2016 ridership.
 - Other income, which is projected to be \$641,736, reflects a reduction in Union Pacific Railroad's shared track maintenance from this year's budget.

➤ **Contributed Revenue** is projected to be \$46 million, which includes the following:

- Assembly Bill 434 Transportation Fund for Clean Air funds for the Caltrain Commuter Shuttle Bus Program is projected to be \$1.0 million and San Mateo County Transportation Authority Shuttle Funding is projected to be \$0.9 million.
- Operating Grants are projected to be \$5.6 million in State Transit Assistance and Transit Performance Initiative funds, a **decrease** of \$1 million or 15.3 percent. The decrease is primarily due to a one-time preventive maintenance grant, budgeted in FY2015, but not available in FY2016.
- JPB Member Agency contributions are projected to be \$19.7 million. The amount is based on the San Mateo County Transit District's (District) contribution, matched proportionately by the other JPB partners according to the agreed-upon allocation methodology. The Boarding Formula used in the allocation is based on Average Weekday (All Day) passenger count by county, including stations from Capitol to Gilroy. The total contributions for each member agency are allocated as follows:
 - San Mateo - \$6.1 million
 - Santa Clara - \$8.4 million
 - San Francisco - \$5.2 million
- Other sources are projected to be \$18.8 million, consisting of previous year's savings, FY2015 mid-year surplus and excess farebox revenue from January and February of FY2015.

Fiscal Year 2016 Expense Projections

Grand Total Expense for FY2016 is projected to be \$139.1 million and includes the following significant components:

➤ **Operating Expenses** for Caltrain are projected at \$117.6 million.

- Rail Operator Contract is projected to be \$75.4 million, an **increase** of \$5.8 million or 8.3 percent. The increase is in alignment with the rail operator contract. This reflects 4 percent inflation to the Basic Service Plan, annualized cost of additional headcount authorized in FY2015 and additional support for rehabilitation of the rail cars purchased from Metrolink.
- PTC/Other costs is a new line item, projected to be \$1.5 million, for work to be completed by Transit America Services, Inc. to support The Advance Signal Project - The Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) Project.
- Security Services costs are projected to be \$5.2 million, an **increase** of \$219,207 or 4.4 percent. The increase is primarily due to a 5 percent increase in the contract with the San Mateo County Sheriff's Office, increase in security guard services and closed-circuit television regular maintenance costs.

- Shuttle service is projected to be \$5.5 million, an **increase** of \$634,690 or 13.1 percent. The increase is primarily due to (1) an alignment in the Stanford Marguerite shuttle to better reflect actuals, (2) a new shuttle vendor and associated rate increase and (3) an increase in Muni Shuttle contribution plus an annual consumer price index adjustment.
 - Fuel costs are projected to be \$18.5 million in FY2016, an **increase** of \$839,263 or 4.7 percent. The increase is primarily due to the new Green House Gas Tax, which became effective in January 2015 as a result of the California Global Warming Solutions Act of 2006. The fuel price is projected at \$3.40 per gallon. Staff will monitor the fuel price during the year and may recommend an amendment to the budget based on year-to-date actuals. Staff is working on the renewal of the fuel hedging program implemented during the past six years. The fuel hedge program assists with reducing volatility and uncertainty in the fuel budget.
 - Timetables and Tickets are projected to be \$212,700, an **increase** of \$64,700 or 43.7 percent. This increase is due to the Mobile Ticketing Pilot program and the purchase of paper stock for parking tickets purchased through the Ticket Vending Machines.
- **Administrative expenses** are projected to be \$20.3 million, an **increase** of \$2.3 million or 13.1 percent.
- Wages and Benefits costs are projected to be \$7.6 million, an **increase** of \$829,946 or 12.3 percent. This increase is mainly due to the increase for represented employees, a placeholder for potential increase for non-represented employees along with corresponding increase in benefits and an increase in the allocation of full-time employees to Caltrain.
 - Managing Agency Administrative Overhead Cost is projected to be \$5.8 million for FY2016, an **increase** of \$274,322 or 5 percent. In 2011, the District, along with its partner agencies, decided to review (with assistance from Maximus) the Internal Cost Allocation Plan (ICAP) methodology and agreed to include the revised share of the District's administrative overhead (OH) costs. The FY2016 operating budget is based on recommendations included in the ICAP study.
 - Professional Services costs are projected to be \$4.6 million, an **increase** of \$1 million or 29.1 percent. This increase is primarily due to Rail Operations Dispatch System/Predictive Arrival/Departure System development and maintenance, Document Control support, Operations Analysis, and Legal Services to support staff in responding to Public Record Act requests.
 - Other Expenses and Services are projected to be 2.2 million, an **increase** of \$199,847 or 9.9 percent. This increase is primarily due to higher bank fees and the addition of new investment management fees.

While the Preliminary FY2016 Operating Budget is balanced, the lack of a dedicated source of funding for Caltrain requires a substantial percentage of operating costs to be funded out of the general funds from each partner. Going forward, Caltrain will continue to work with its partner agencies, the Metropolitan Transportation Commission, and other stakeholders in an attempt to identify and secure a permanent, dedicated funding source for future operations.

Prepared By: Aandy Ly, Manager, Budgets
 Ladi Millard, Director, Budgets

650.508.6376
650.508.7755

PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF REVENUE AND EXPENSE
PRELIMINARY BUDGET
FY2016

	<u>FY2014</u>	<u>FY2015</u>	<u>FY2015</u>	<u>FY2016</u>	<u>INC(DEC)</u> <u>FY16 PRELIMINARY</u>	<u>% INC(DEC)</u> <u>FY15 REVISED</u>	
	<u>ACTUAL</u>	<u>ADOPTED</u>	<u>REVISED</u>	<u>PRELIMINARY</u>	<u>to FY15 REVISED</u>	<u>to FY16 PRELIMINARY</u>	
	A	B	C	D	E = D-C	F = E/C	
REVENUE							
OPERATIONS:							
1 Farebox Revenue	74,846,066	75,043,692	80,043,691	83,737,500	3,693,809	4.6%	1
2 Parking Revenue	4,156,577	4,051,240	4,051,240	4,436,600	385,360	9.5%	2
3 Shuttles	1,702,070	2,001,840	2,001,840	2,548,700	546,860	27.3%	3
4 Rental Income	1,728,248	1,737,720	1,737,720	1,781,595	43,875	2.5%	4
5 Other Income	4,625,745	1,679,620	1,679,620	641,736	(1,037,884)	-61.8%	5
6 TOTAL OPERATING REVENUE	87,058,706	84,514,112	89,514,111	93,146,131	3,632,020	4.1%	6
CONTRIBUTIONS:							
9 AB434 & TA Shuttle Funding	2,025,645	1,981,540	1,981,540	1,903,930	(77,610)	-3.9%	9
10 Operating Grants	11,293,713	6,653,422	6,653,422	5,635,882	(1,017,540)	-15.3%	10
11 JPB Member Agencies	17,231,559	19,828,952	19,828,952	19,727,450	(101,502)	-0.5%	11
12 Other Sources	0	12,758,000	12,758,000	18,742,673	5,984,673	46.9%	12
13 TOTAL CONTRIBUTED REVENUE	30,550,917	41,221,914	41,221,914	46,009,935	4,788,021	11.6%	13
14							14
15 GRAND TOTAL REVENUE	117,609,623	125,736,026	130,736,025	139,156,066	8,420,041	6.4%	15
EXPENSE							
OPERATING EXPENSE:							
20 Rail Operator Service	67,756,274	67,650,426	69,440,429	75,245,335	5,804,906	8.4%	20
21 Rail Oper Service - PTC/Other	524,141	0	0	1,500,000	1,500,000	100.0%	21
22 Security Services	4,266,665	4,989,510	4,989,510	5,208,717	219,207	4.4%	22
23 Rail Operator Extra Work	(249,931)	155,500	155,500	125,000	(30,500)	-19.6%	23
24 Contract Operating & Maintenance	72,297,149	72,795,436	74,585,439	82,079,052	7,493,613	10.0%	24
25 Shuttle Service	4,408,831	4,833,310	4,833,310	5,468,000	634,690	13.1%	25
26 Fuel and Lubricants	14,781,706	17,702,600	17,702,600	18,541,863	839,263	4.7%	26
27 Timetables and Tickets	39,621	148,000	148,000	212,700	64,700	43.7%	27
28 Insurance	3,873,986	5,713,750	5,713,750	5,713,750	0	0.0%	28
29 Facilities and Equipment Maint	1,671,987	1,975,415	1,975,415	1,852,069	(123,346)	-6.2%	29
30 Utilities	1,415,833	2,120,185	2,120,185	2,275,905	155,720	7.3%	30
31 Maint. & Services-Bldg & Other	1,201,978	1,397,218	1,397,218	1,426,783	29,565	2.1%	31
32 TOTAL OPERATING EXPENSE	99,691,091	106,685,914	108,475,917	117,570,122	9,094,205	8.4%	32
ADMINISTRATIVE EXPENSE							
35 Wages and Benefits	6,165,558	6,768,729	6,768,729	7,598,675	829,946	12.3%	35
36 Managing Agency Admin OH Cost	4,501,893	5,486,432	5,486,432	5,760,754	274,322	5.0%	36
37 Board of Directors	11,867	11,700	11,700	13,800	2,100	17.9%	37
38 Professional Services	3,754,688	3,533,792	3,533,792	4,563,609	1,029,817	29.1%	38
39 Communications and Marketing	(1,071)	119,300	119,300	139,800	20,500	17.2%	39
40 Other Office Expense and Services	1,640,052	2,027,284	2,027,284	2,227,131	199,847	9.9%	40
41 TOTAL ADMINISTRATIVE EXPENSE	16,072,987	17,947,237	17,947,237	20,303,769	2,356,532	13.1%	41
42							42
44 Long-term Debt Expense	1,102,875	1,102,875	1,102,875	1,282,175	179,300	16.3%	44
45							45
46 GRAND TOTAL EXPENSE	116,866,953	125,736,026	127,526,029	139,156,066	11,630,037	9.1%	46
47							47
48 REVENUE OVER/UNDER	742,670	0	3,209,996	(0)			48

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **PRELIMINARY FISCAL YEAR 2016 CAPITAL BUDGET**

ACTION

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

The Preliminary Fiscal Year (FY) 2016 Peninsula Corridor Joint Powers Board Capital Budget will be presented to the Board on May 7, 2015 as an informational item, and will be available for distribution at the meeting.

The final FY2016 Capital Budget will be presented to the Board at its June 4 meeting with a recommendation for Board adoption at that time.

Prepared By: Aandy Ly, Manager, Budgets

650.508.6376

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Harnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **ASSESSMENT OF THE FISCAL YEAR 2015 FUEL HEDGING PROGRAM**

ACTION

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

SIGNIFICANCE

A fuel hedging program was instituted for Fiscal Year (FY) 2015 to cover 50 percent of the Peninsula Corridor Joint Powers Board's (JPB) projected diesel fuel usage, which was approximately 2.3 million gallons.

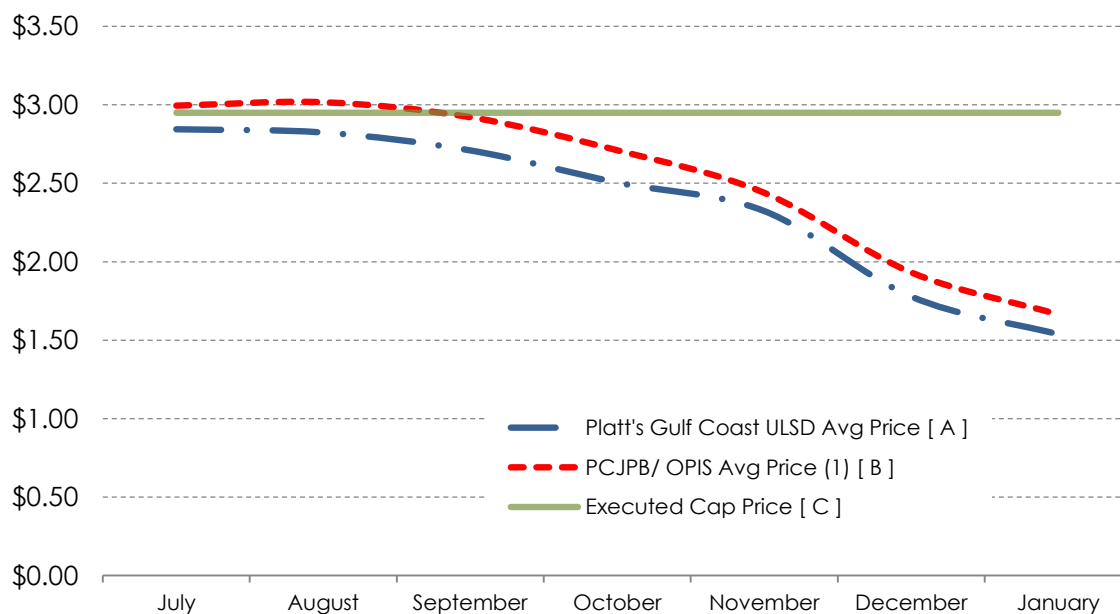
The Fuel Hedging Program allowed the JPB to reduce uncertainty in the fuel budget for FY2015 by locking in the market prices at the time the fuel hedging transaction was executed.

Consistent with its Fuel Hedging Policy adopted on April 3, 2014, the JPB purchased a price cap of \$2.95 per gallon based on the Platt's Gulf Coast Ultra Low Sulfur Diesel (ULSD) index. The counterparty on the FY2015 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 \$2.95 cap price thus far in FY2015. Despite the dramatic decline in oil price in the past six months, the ULSD index has a correlation of 0.993 with the OPIS index. The correlation for the prior five years also remains strong at 0.988. The cost of the cap was \$327,750, which was paid by the JPB as an upfront premium. The following table and graph summarize the results of the FY2015 program to date:

	Platt's Gulf Coast ULSD Avg Price	PCJPB/ OPIS Avg Price ⁽¹⁾	Variance of ULSD Price	Executed Cap Price	+Variance of ULSD Price & Cap Price	Payment from Barclays
	[A]	[B]	[A - B]	[C]	[A - C]	[D]
July	2.8443	2.9948	(0.1505)	2.95	(0.1057)	0.00
August	2.8234	3.0164	(0.1930)	2.95	(0.1266)	0.00
September	2.7095	2.9212	(0.2117)	2.95	(0.2405)	0.00
October	2.5045	2.7103	(0.2058)	2.95	(0.4455)	0.00
November	2.3231	2.4393	(0.1162)	2.95	(0.6269)	0.00
December	1.7779	1.9319	(0.1540)	2.95	(1.1721)	0.00
January	1.5378	1.6641	(0.1263)	2.95	(1.4122)	0.00
February	1.8127	2.1135	(0.3008)	2.95	(1.1373)	0.00
YTD						0.00

⁽¹⁾ Excluding Taxes and Fees



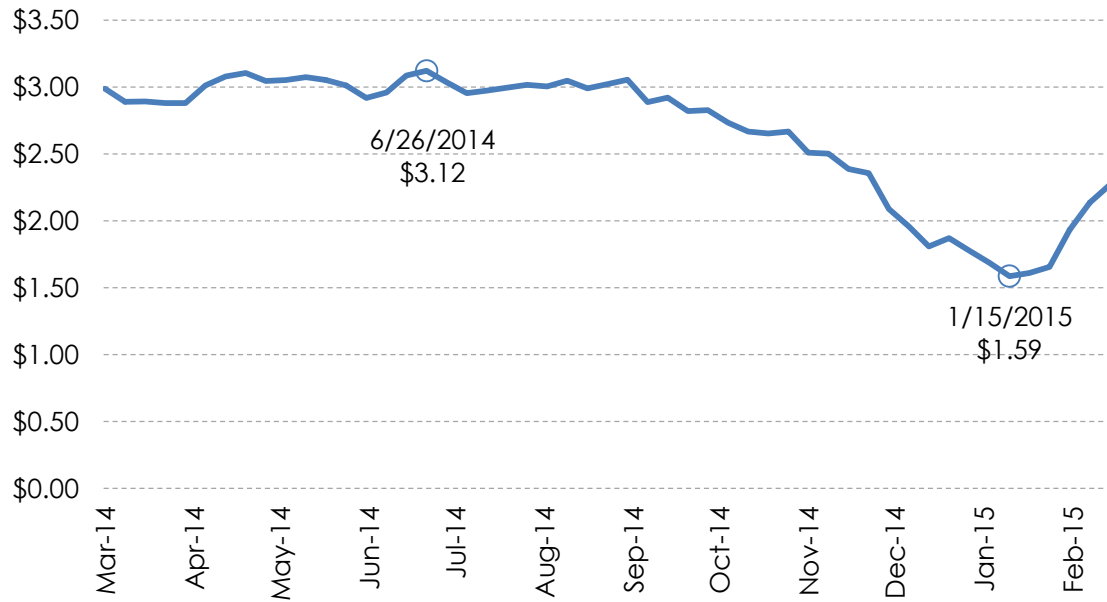
BUDGET IMPACT

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 2014 to February 2015, the price of OPIS has ranged from a high of \$3.12 per gallon in the last week of June 2014 to a low of \$1.59 in the mid-January of 2015.

OPIS Weekly Index Average Fuel Price San Francisco



Prepared By: Andy Ly, Manager, Budgets

650.508.6376

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

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

ACTION

Staff Coordinating Council recommends the Board:

1. Adopt the attached revised Fuel Hedging Policy to provide for selection of a counterparty for the Fuel Hedging Program through negotiation in addition to a competitive bid process.
2. Authorize appointment of Orrick, Herrington & Sutcliffe LLP (Orrick) to serve as special counsel to the Peninsula Corridor Joint Powers Board (JPB) in connection with the Fiscal Year (FY) 2016 Fuel Hedging Program. Fees for special counsel are not to exceed \$150,000, and are to be allocated to the JPB and the San Mateo County Transit District (District) based upon proportional shares.

SIGNIFICANCE

In March 2010, the Board adopted a fuel hedging policy (Fuel Hedging Policy) in connection with implementing a fuel hedging program to reduce volatility in the fuel budget. Subsequently, pursuant to Board action, the Fuel Hedging Policy was revised in May 2012, April 2013 and April 2014 in order to reflect changes in the market and changes in the regulatory environment, including changes resulting from the legislation and related regulations commonly referred to as Dodd-Frank, affecting providers of commodity fuel caps (counterparties). To retain the flexibility to utilize a commodity price cap to reduce volatility in the fuel budget, further revisions to the Fuel Hedging Policy are now required to enable selection of a counterparty through either a competitive bidding process or bilateral negotiations.

Staff recommends revising the Fuel Hedging Policy to implement changes in the counterparty selection process to provide for selection of a counterparty by either a competitive bidding process or through bilateral negotiations, as determined by the Executive Director of the JPB or by the Deputy CEO, Finance and Administration of the JPB, with the advice of the JPB's fuel hedge advisors. Concurrently, changes have

been made in the discussion of "Counterparty Credit Criteria" to provide additional clarity.

As in the past, special counsel is necessary to ensure proper review and execution of the documents necessary to implement the FY2016 Fuel Hedging Program. Orrick has served as counsel on the fuel hedge transactions since the commencement of the Fuel Hedging Program and brings a strong understanding of the Fuel Hedging Program and the JPB's requirements.

The primary goal for the FY2016 Fuel Hedging Program is to reduce volatility and uncertainty in the fuel budget for FY2016. Consistent with the Fuel Hedging Policy, staff has proposed that the JPB hedge 2.3 million gallons, which currently represents approximately 50 percent of its expected annual fuel consumption. In order to maximize the hedging program's potential for economic efficiency, the JPB will partner with District, which is expected to hedge 1.2 million gallons, which currently represents approximately 65 percent of its expected annual fuel consumption.

Staff expects to return to the Board in June 2015 to obtain approval for any documents required to be executed in connection with the FY2016 Fuel Hedging Program. Staff also expects to return to the Board in July 2015 with a report on the terms of the commodity price cap, including the cap price and premium payment, and to return to the Board next year with an assessment of the FY2016 Fuel Hedging Program.

BUDGET IMPACT

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

BACKGROUND

Revision of the Fuel Hedging Policy will enable the JPB to retain the flexibility to enter into a commodity price cap to ensure budget reliability.

Prepared By: Aandy Ly, Manager, Budgets

650.508.6376

**Peninsula Corridor Joint Powers Board
Fuel Hedging Policy**

Revised: May 7, 2015

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

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

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

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

Transaction Amount: Each transaction will be implemented for no more than 50 percent of JPB's projected fuel usage for a fiscal year.

Counterparty Selection Process: Prior to determining whether to utilize a competitive bidding process or a negotiated process, the JPB will consult with its fuel hedge advisors to determine if there is sufficient interest among counterparties meeting the JPB's criteria to conduct a competitive bidding process. Subsequent to such consultation, a counterparty may be selected by either a competitive bidding process or through a negotiated process, as determined by the Executive Director of the JPB or by the Deputy CEO, Finance and Administration of the JPB, with the advice of the JPB's fuel hedge advisors.

Counterparty Credit Criteria: To enter into a commodity price cap with the JPB, a counterparty or its guarantor (hereinafter referred to as a "counterparty") must have a long-term senior unsecured counterparty rating at the time of execution of at least "A" (or any equivalent rating) by each of the nationally recognized statistical rating organizations (each, a "Rating Agency") then assigning a rating to the counterparty. After entering into a commodity price cap with the JPB, the counterparty must collateralize the amount of its exposure in connection with the commodity price cap by delivering collateral to the JPB in the form of either USD Cash or U.S. Treasuries ("Eligible Collateral"), subject to a ratings-based threshold that declines with the counterparty's lowest rating at any time and in accordance with such other terms as may be agreed to in the credit support documentation entered into between the JPB and the counterparty. If the

counterparty is downgraded to or below "A-" (or any equivalent rating) by any Rating Agency or is not rated by any Rating Agency or is in default, then the counterparty must post Eligible Collateral to secure the full amount of its exposure in connection with the commodity price cap, without any threshold. In addition, the JPB will have the right to terminate the commodity price cap with the counterparty if the counterparty's ratings are downgraded below "BBB" (or any equivalent rating) by any Rating Agency.

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

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

Monitoring: Monthly monitoring of the Gulf Coast ULSD average price must be calculated by, or under the direction of, JPB staff to ensure payments are received from the counterparty if and when due. Hedging practices also should be monitored by JPB staff to ensure this policy remains up to date with current best practices, including, without limitation, practices relating to the provisions of Dodd-Frank.

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

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

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

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

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

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

RESOLUTION NO. 2015 –

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

* * *

**AUTHORIZING REVISION OF THE FUEL HEDGING POLICY TO AUTHORIZE SELECTION OF A
COUNTERPARTY THROUGH NEGOTIATION AND AUTHORIZING OTHER ACTIONS NECESSARY
IN CONNECTION WITH
SELECTION OF A COUNTERPARTY THROUGH NEGOTIATION**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) adopted a Fuel Hedging Policy in March 2010, which was most recently revised in April 2014 (Fuel Hedging Policy), which provides guidelines for entering into fuel hedging transactions to ensure budget reliability; and

WHEREAS, certain changes have occurred in the market which have resulted in a reduction in the pool of counterparties expressing interest in providing commodity price caps having terms and provisions acceptable to the JPB; and

WHEREAS, in order for the JPB to retain the flexibility to utilize a fuel hedging transaction to ensure budget reliability, it is necessary to further revise the Fuel Hedging Policy to authorize the selection of a counterparty through negotiation in addition to selection of a counterparty through a competitive bidding process; and

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

WHEREAS, to maintain the flexibility to utilize a fuel hedging transaction to ensure budget reliability, it is now necessary for the Board of Directors to approve the Revised Policy and to authorize the taking of such other actions as shall be necessary or advisable in connection with selection of a counterparty through negotiation.

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

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

Section 2. **Authorization of Additional Actions by Authorized Officer.** All actions which may be required in connection with selection of a counterparty through negotiation may be taken by the Executive Director of the JPB or the Deputy CEO, Finance and Administration of the JPB (each, an "Authorized Officer"), without further authorization or direction by the Board of Directors of the JPB, and each Authorized Officer is hereby authorized and directed to take any such action which such Authorized Officer may deem necessary or desirable to further the purposes of this Resolution.

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

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

Regularly passed and adopted this 7th day of May, 2015 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

Chair, Peninsula Corridor Joint Powers Board

JPB Secretary

RESOLUTION NO. 2015 –

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

*** * ***

**AUTHORIZING AWARD OF CONTRACT TO ORRICK, HERRINGTON & SUTCLIFFE LLP TO
SERVE AS SPECIAL COUNSEL IN CONNECTION WITH
THE FISCAL YEAR 2016 FUEL HEDGING PROGRAM**

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

WHEREAS, consistent with the Fuel Hedging Policy adopted by the Board in March 2010 and revised most recently on the date hereof (the Policy), the JPB will shortly begin the process of selecting a counterparty meeting the requirements specified in the Policy for the Fiscal Year (FY) 2016 Fuel Hedging Program; and

WHEREAS, the JPB requires the services of special counsel to assist it in the process of implementing a fuel hedge for the FY2016 Fuel Hedging Program; and

WHEREAS, Orrick, Herrington & Sutcliffe, LLP, has served as the JPB's special counsel in prior years, including advising on FY2010's, FY2011's, FY2012's, FY2013's, FY2014's and FY2015's Fuel Hedging Program, and has substantial experience with public transit financial transactions.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the Executive Director to execute a contract in an amount not to exceed \$150,000 with Orrick, Herrington & Sutcliffe, LLP, to serve as special counsel to the JPB in connection with the proposed fuel hedge for FY2016, with the understanding that the not to exceed amount includes services to be provided under a separate contract with the San Mateo County Transit

District, which is expected to pay its proportional share of the total cost of the special counsel services.

Regularly passed and adopted this 7th day of May, 2015 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: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZE AWARD OF CONTRACT TO PROVIDE FINANCIAL AUDIT SERVICES**

ACTION

Staff Coordinating Council recommends the Board:

1. Award a contract to Vavrinek, Trine, Day & Co., LLP (VTD) to provide annual financial audit services for a firm-fixed price of \$329,720, over a five-year term. Additional financial auditing services, to supplement the annual audit services, may be requested by the Peninsula Corridor Joint Powers Board (JPB), and will be provided at the hourly rates quoted in the proposal. Supplemental annual audit services will not exceed a total amount of \$200,000.
2. Authorize the Executive Director or designee to execute a contract for a five-year term with VTD in full conformity with the terms and conditions of the solicitation documents and negotiated agreement.

SIGNIFICANCE

Approval of the above actions will ensure continuation of professional, independent financial audit services as required by the JPB's Joint Powers Agreement, the United States Office of Management and Budget, and the Federal Transit Administration.

BUDGET IMPACT

Funding for financial audit services will be available under approved and projected operating budgets.

BACKGROUND

Staff determined that a joint solicitation with the San Mateo County Transit District and the San Mateo County Transportation Authority was a cost-effective approach to procure the required financial audit services. A joint Request for Proposals (RFP) to provide financial audit services was issued detailing the scope of services. The solicitation was advertised in a newspaper of general circulation and on the JPB's website. Solicitation notices also were sent to Disadvantaged Business Enterprises (DBE)

that were registered in the procurement database. Staff received proposals from three firms, none of which was a DBE firm.

An Evaluation Committee (Committee) composed of qualified staff reviewed, scored and ranked proposals according to the following weighted criteria set forth in the RFP:

- | | |
|--|-----------|
| • Approach to Scope of Services | 15 points |
| • Qualifications and Experience of Firm | 25 points |
| • Qualifications and Experience of Management Team and Key Personnel | 35 points |
| • Cost Proposal | 25 points |

After the initial evaluation and scoring, two firms were invited to interview. After conducting interviews and performing reference checks, the Committee completed the final evaluation and scoring of the firms. The firms are listed below in order of their final consensus ranking:

- Vavrinek, Trine, Day & Co., LLP, Palo Alto, California
- The Pun Group, LLP, Walnut Creek, California

Negotiations were conducted successfully with VTD. The firm possesses the requisite transit financial audit experience to oversee the complex financial audit process required by the JPB and is fully capable of providing the specified services at a fair and reasonable price. The management team assigned to the JPB's contract has in-depth knowledge of public transit audit requirements and procedures, and extensive experience preparing comprehensive financial statements and reports for public transit and other government clients.

Maze & Associates Accountancy Corporation currently provides financial audit services for the JPB at the firm-fixed price of \$308,100.

Contract Officer: Adwoa Oni	650.508.6411
Project Manager: Sheila Tiyoao, Manager, General Ledger	650.508.7752

RESOLUTION NO. 2015 –

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

*** * ***

**AUTHORIZING AWARD OF CONTRACT TO
VAVRINEK, TRINE, DAY & CO., LLP TO PROVIDE FINANCIAL AUDIT SERVICES
FOR A FIRM-FIXED PRICE OF \$329,720 FOR A FIVE-YEAR TERM AND
ADDITIONAL AUDIT SERVICES NOT TO EXCEED \$200,000**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) jointly with the San Mateo County Transit District and the San Mateo County Transportation Authority solicited competitive proposals to provide financial audit services; and

WHEREAS, in response to the joint solicitation, three firms submitted proposals, none of which was a Disadvantaged Business Enterprise firm; and

WHEREAS, the Evaluation Committee (Committee) has reviewed the proposals, ranked proposals according to the evaluation criteria set forth in the Request for Proposals (RFP), conducted interviews for the two highest-ranked firms, and determined that Vavrinek, Trine, Day & Co., LLP, (VTD) of Palo Alto, California, received the highest consensus ranking; and

WHEREAS, staff and legal counsel have reviewed VTD's proposal and determined that it complied with the requirements of the solicitation documents; and

WHEREAS, the Executive Director recommends that a five-year contract for financial audit services be awarded to Vavrinek, Trine, Day & Co., LLP, of Palo Alto, California for a firm-fixed-price of \$329,720; and

WHEREAS, the contract will also require VTD to provide, at the JPB's request, additional financial audit services at the hourly rates quoted in the proposal and at a total cost not to exceed \$200,000.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board hereby awards a contract for financial audit services to Vavrinek, Trine, Day & Co., LLP, of Palo Alto, California for a five-year term at costs of \$63,400 for Fiscal Year (FY) 2015 audit services, \$64,660 for FY2016 audit services, \$65,920 for FY2017 audit services, \$67,180 for FY2018 audit services, and \$68,560 for FY2019 audit services, for a total amount of \$329,720, inclusive of all costs, out of pocket expenses, overhead, and profit, in accordance with the terms of the RFP; and

BE IT FURTHER RESOLVED that the contract will also require VTD to provide additional financial auditing services, as requested by the JPB, at the hourly rates quoted in the proposal, at a total cost not to exceed \$200,000, and in full conformity with all the terms and conditions of the RFP; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director or his designee to execute a contract on behalf of the JPB with Vavrinek, Trine, Day & Co., LLP, of Palo Alto, California for financial audit services in full conformity with all the terms and conditions of the contract documents, and in a form approved by legal counsel.

Regularly passed and adopted this 7th day of May, 2015 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: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZE EXECUTION OF AGREEMENT FOR WITH COUNTY OF SAN MATEO
FOR LAW ENFORCEMENT AND RELATED COMMUNICATIONS SERVICES**

ACTION

Staff Coordinating Council recommends the Board enter into an agreement (Agreement) under which the County of San Mateo (County) will continue to provide law enforcement and related communication services (Services) for the Peninsula Corridor Joint Powers Board (JPB) and the San Mateo County Transit District (District) for a three-year base term with an option for two additional one-year periods based on the County's actual costs to provide the Services, at a total cost not to exceed \$15,331,925.25 for the three-year base term. The JPB's proportional share (78 percent) for the Services during the three-year base term will not exceed \$11,958,901.69. The balance of the costs (22 percent) will be paid for by the District.

SIGNIFICANCE

This Agreement will provide continued contracted law enforcement and related police communications services on Caltrain, Caltrain property, and along the right of way. Services are currently provided through an existing contract between the District and the County, which has expired. The Services will be provided through June 30, 2018 under the new Agreement and may be extended pursuant to two one-year option terms. The District will also be a signatory to the new Agreement.

BUDGET IMPACT

Funding for the Services will be available under approved and projected operating budgets. JPB costs for Fiscal Year (FY) 2015 under the current and proposed Agreement are estimated at \$3,793,466.04. Proposed JPB Costs for FY2016 are estimated at \$3,983,139.34.

BACKGROUND

The District, on its behalf and on behalf of the JPB, entered into the existing contract for law enforcement and related communications services with the County in 2004. The current agreement has expired.

The proposed Agreement for all police services provided to the District and the JPB by the County will result in increased efficiency and ease of administration. Currently, the

JPB requirements for law enforcement services equates to approximately 78 percent of the total cost of Services. The JPB's share is higher than the District's share because of the highly specialized nature of the rail response services, requiring significantly more of the County's law enforcement services than the bus operations, including the broader geographical area that includes three contiguous counties.

Under the Agreement, the County coordinates all requests for police service, collision investigations, police reports and similar functions. Benefits to the JPB include explosive-detecting K-9 units, crime scene investigation and criminal forensics, coroner's services, and backup personnel as required. Emergency calls and dispatch services will be provided through the San Mateo County Dispatch Center. Local police agencies and citizens alike continue to praise the JPB for the quick and professional responses to incidents, made possible by the structure of the current arrangement.

The Agreement provides that the County will continue to dedicate a total of 16 positions to provide law enforcement and police communications services in support of bus operations and JPB rail operations as follows: one Lieutenant; one Detective; two Sergeants; eight Deputies; two K-9 Deputies; one special enforcement officer; and one Legal Office Specialist.

Prepared By: Gigi Harrington, Deputy CEO

650.508.7950

RESOLUTION NO. 2015 –

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

*** * ***

**AUTHORIZING EXECUTION OF AN AGREEMENT WITH THE COUNTY OF SAN MATEO FOR
LAW ENFORCEMENT AND RELATED COMMUNICATIONS SERVICES
FOR AN AMOUNT NOT TO EXCEED \$11,958,901.69 FOR A THREE-YEAR BASE TERM**

WHEREAS, in 2004, the San Mateo County Transit District (District), on its behalf and on behalf of the Peninsula Corridor Joint Powers Board (JPB), entered into an agreement with the County of San Mateo (County) for the provision of law enforcement services and related communications services for both bus operations and rail operations (Services); and

WHEREAS, the JPB and the District each provides proportionate funding for the Services provided to its respective agency under the existing contract; and

WHEREAS, the existing contract is set to expire; and

WHEREAS, the District and the JPB desire that the County continue to provide the Services for an additional three-year base term, with two one-year option terms, effective as of June 1, 2015; and

WHEREAS, for a variety of reasons, including efficiency of operations, comprehensiveness of services and ease in administration of the Agreement, a single contract between the District, the County and the JPB is proposed, with the JPB paying 78 percent of the total costs and the District paying 22 percent, for Services provided to the respective agencies; and

WHEREAS, the Executive Director recommends that the Board authorize execution of the Agreement, with costs to be based on actual costs to the County to provide the Services, in an amount not to exceed \$15,331,925.25 for the initial three-

year base term, with the understanding that the JPB's proportional share for the costs of Services during the three-year base term will not exceed \$11,958,901.69 and the balance of the costs will be paid by the District.

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

1. Authorizes the Executive Director or his designee to execute the Agreement between the District, the JPB and the County for law enforcement and police communications services for a total not-to-exceed cost of \$15,331,925.25 for the three-year base term, with the understanding that the JPB's proportional share for the costs of Services during the three-year base term will not exceed \$11,958,901.69 and the balance of the costs will be paid by the District.

2. Authorizes the Executive Director or his designee to take such further actions as may be required to give effect to this Resolution.

Regularly passed and adopted this 7th day of May, 2015 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: April Chan
Executive Officer, Planning and Development

SUBJECT: **AUTHORIZATION TO EXECUTE AN EXTENSION OF A LEASE OF A WAREHOUSE
AT 4000 CAMPBELL AVENUE IN MENLO PARK FOR A PERIOD OF FIVE YEARS**

ACTION

Staff Coordinating Council recommends the Board authorize the Executive Director to execute an extension of a lease agreement with Julie Del Secco Forrest, Jonathon Del Secco and Clayton R. and Carol Del Secco, Trustees of the Del Secco Revocable Trust dated December 16, 1987, for the Peninsula Corridor Joint Power Board's (JPB) rental of a 22,750 square-foot warehouse located at 4000 Campbell Avenue in Menlo Park (Facility) from January 1, 2016 until December 31, 2020 for a total cost of approximately \$2,100,000.

SIGNIFICANCE

Staff has determined that the Facility, which includes approximately 20,000 square feet of warehouse space and 2,750 square feet of office space, will continue to be necessary to support JPB's operating and capital needs for the next five years. The Facility is strategically located near the mid-point of the Caltrain right of way, directly off the Dumbarton line, making it the ideal location for staff and consultants responsible for the maintenance of the railroad, as well housing construction management staff. Additionally, railroad materials, equipment, and inventory that must be stored indoors have been consolidated from various locations into this warehouse.

BUDGET IMPACT

Upon execution of the new lease, the monthly lease rate will be \$28,438 and thereafter will increase at 3 percent annually. Additionally, the lease terms require the agency to pay occupancy costs (i.e. insurance, maintenance and taxes), which are expected to be approximately \$288,000 over the term of the lease, making the approximate total cost to the agency approximately \$2,100,000. Last year the agency paid \$19,066 per month to lease the property, but lease rates have increased considerably in the Peninsula region during the term of this lease.

The lease cost beyond the current fiscal year will be funded through future capital and operating funds to be considered during the budget development process.

BACKGROUND

The Facility was originally leased for three years, commencing June 1, 2002, to support the Caltrain Express "Baby Bullet" construction program, and was thereafter extended for an additional four years and seven months, until December 31, 2009. At that time, staff determined the Facility was still required to support agency objectives and the lease was extended three additional times. The last extension was executed on October 22, 2012 and is scheduled to terminate on December 31, 2015.

In anticipation of lease termination, staff recently conducted a study to assess future agency needs in both the short and long term. This study included the possibility of leasing alternate sites in lieu of extending the current lease. This study led to a determination that the Facility is the best site to meet JPB's near-term requirements. The proposed five-year extension will allow staff to analyze future warehouse needs for Caltrain's ongoing capital construction program, as well as the needs for the Caltrain Modernization Program, before a longer term decision is made.

Real Estate staff worked closely with a local commercial broker to conduct an in-depth review of the mid-Peninsula industrial warehouse market prior to starting negotiations with the property owner, as part of the current negotiation process. The proposed lease of \$1.25 per square foot falls within fair market rent for warehouses in this market.

Prepared By:	Gary Cardona, Senior Real Estate Officer	650.508.6353
	Brian W. Fitzpatrick, Manager, Real Estate and Property Development	650.508.7781

RESOLUTION NO. 2015 –

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

* * *

**AUTHORIZING EXECUTIVE DIRECTOR TO EXECUTE AN EXTENSION TO A LEASE OF A
WAREHOUSE AT 4000 CAMPBELL AVENUE IN MENLO PARK FOR A PERIOD OF FIVE YEARS**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) has leased for the past 13 years a 22,750 square feet warehouse located at 4000 Campbell Avenue in Menlo Park (Property); and

WHEREAS, staff has recommended that the JPB enter into a written extension to that lease for an additional five-year period, under which JPB will initially pay approximately \$28,437.50 in base rent per month with an annual 3 percent rental increase; and

WHEREAS, the lease terms also require the agency to pay actual occupancy costs which are expected to be approximately \$288,000 over the term of the lease; and

WHEREAS, the JPB legal counsel has reviewed and approved the proposed lease agreement; and

WHEREAS, the Staff Coordinating Council recommends that the Board of Directors authorize the Executive Director to execute a five-year lease extension.

NOW, THEREFORE, BE IT RESOLVED that the Peninsula Corridor Joint Powers Board of Directors hereby authorizes the Executive Director to execute an extension to the lease with Julie Del Secco Forrest, Jonathon Del Secco and Clayton R. and Carol Del Secco, Trustees of the Del Secco Revocable Trust dated December 16, 1987, for the property located at 4000 Campbell Avenue in Menlo Park commencing on January 1, 2016, for a period of five years pursuant to the terms and conditions set forth above.

Regularly passed and adopted this 7th day of May, 2015 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

Chair, Peninsula Corridor Joint Powers Board

JPB Secretary

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **COMMUNICATIONS-BASED OVERLAY SIGNAL SYSTEM POSITIVE TRAIN
CONTROL**

ACTION

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

SIGNIFICANCE

A presentation will be made to update the Board on Communications-based Overlay Signal System Positive Train Control.

Prepared by: Josh Averill, Assistant District Secretary

650.508.6223

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: C.H. (Chuck) Harvey
Deputy CEO

SUBJECT: **2015 CALTRAIN ANNUAL PASSENGER COUNTS**

ACTION

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

SIGNIFICANCE

The presentation of the results of the 2015 Caltrain Annual Counts will show the ridership growth that Caltrain continues to experience and the areas that saw the most increase. The presentation will include onboard bicycle counts, as well as bikes denied boarding during the counting period. Analysis of the ridership numbers and passenger use of stations and trains will help guide decisions regarding the Fiscal Year 2016 Operating and Capital budgets.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The annual counts are conducted every year in January and February to provide detailed ridership data, with comparison to prior years, for planning purposes. Boardings and alightings are counted on each train and at each station. Results and analysis will be delivered in the presentation and will be further detailed in the Key Findings Report, which will be posted on the Caltrain website later this month.

Prepared by: April Maguigad, Manager, Rail Operations

650.508.7701

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Marian Lee
Executive Officer, Caltrain Modernization Program

SUBJECT: **CALTRAIN SHORT RANGE TRANSIT PLAN – DRAFT ELEMENTS**

ACTION

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

SIGNIFICANCE

The Metropolitan Transportation Commission (MTC) requires San Francisco Bay Area transit districts to periodically prepare and submit Short Range Transit Plans (SRTPs) describing their systems and policies and identifying 10-year operating and capital plans. In early 2014, Caltrain staff undertook the development of a “full” SRTP covering the next 10 years (Fiscal Year (FY) 2015-2024). The development of the Caltrain SRTP has been conducted in accordance with MTC's published guidelines and has also been coordinated with the release of the Caltrain Strategic Plan (adopted September 2014) and with ongoing planning and environmental work related to the Caltrain Modernization Program.

At the February Board meeting, staff made a presentation that provided an overview of Caltrain's proposed FY2015-2024 capital improvement. At the April meeting, staff will present information on Caltrain's proposed FY2015-2024 operating plan and budget.

Following the May Board meeting, staff will submit a draft SRTP document to MTC for review and confirmation of conformance with MTC's established SRTP guidelines. Based on the timing and outcome of MTC's review, staff anticipates returning to the Board with a draft final SRTP document for adoption in the spring of 2015.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Prior to 2010, MTC required Bay Area transit operators to prepare full SRTPs every four years and shorter, “mini” SRTPs annually. Caltrain last completed a “full” SRTP in 2008 and completed, “mini” SRTP in 2009. In 2010, MTC initiated the Transit Sustainability Project (TSP) and temporarily suspended the requirement that operators produce SRTPs.

In the fall of 2013, following completion of the TSP, MTC renewed its requirement that the largest seven transit agencies in the Bay Area (Alameda-Contra Costa County Transit District, Bay Area Rapid Transit, Caltrain, Golden Gate Transit, San Francisco Municipal Transportation Agency, SamTrans, and Santa Clara Valley Transportation Authority) complete and submit SRTPs. The Caltrain SRTP serves as a midterm planning document that will be used by MTC to inform the development of the Regional Transportation Plan and Transportation Improvement Plan and will fulfill key regulatory requirements of the Federal Transit Administration. In addition to fulfilling a regional planning function, the SRTP provides Caltrain with a venue to concisely describe its existing system and policies as well as its future operating and capital plans for the next 10 years.

Prepared By: Sebastian Petty, Senior Planner, Caltrain Modernization Program 650.622.7831

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

Legislation

Staff continues to monitor and take positions on newly amended bills including:

Assembly Bill (AB) 516 (Mullin) - Support

This bill requires a temporary license plate to be issued for new and used cars immediately upon the sale of the vehicle. The Bay Area Toll Authority estimates that \$7 million per year in toll revenue is lost due to vehicles with no license plates.

Caltrain Commuter Coalition Sacramento Advocacy Day

On April 15, staff joined the Caltrain Commuter Coalition (C3) for the group's first C3 Sacramento Advocacy Day.

Several C3 member companies including Facebook, Google, Intuit, Lucile Packard Stanford Children's Hospital, Lyft, MVGo, and Stanford University met with key transportation policy makers to reinforce their support for upgrading Caltrain to support greater capacity and increasing ridership demand. They emphasized how improvements planned for the system will play a meaningful role in larger efforts to reduce congestion and improve mobility along the Highway 101 corridor.

C3 members detailed how Caltrain has helped propel the Bay Area's economy by supporting some of the fastest growing companies in the region, and how the system has become a vital commute option for thousands of their employees who ride the trains daily.

FEDERAL ISSUES

Reauthorization

Senators Barbara Boxer and Rand Paul announced plans to introduce a bill that would fund long term surface transportation reauthorization through a voluntary 6.5 percent tax rate on offshore earnings.

The current law authorizing federal highway and mass transit programs expires May 31. Senate Republicans are working on a short-term funding patch for the highway bill.

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

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 4/23/2015

Bill ID/Topic	Location	Summary	Position
AB 2 Alejo D Community revitalization authority.	A. APPR. 4/22/2015-Do pass and be re-referred to the Committee on Appropriations.	Would authorize certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. The bill would provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues, and would require the authority to adopt a community revitalization plan for the community revitalization and investment area that includes elements describing and governing revitalization activities. Last Amended on 3/26/2015	
AB 6 Wilk R Bonds: transportation: school facilities.	A. TRANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.	Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. These provisions would become effective only upon approval by the voters at the next statewide election.	
AB 21 Perea D California Global Warming Solutions Act of 2006: emissions limit: scoping plan.	A. NAT. RES. 4/13/2015-In committee: Hearing postponed by committee. 4/27/2015 1:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, WILLIAMS, Chair	Would require the State Air Resources Board, no later than January 1, 2018, to recommend to the Governor and the Legislature a specific target of statewide emissions reductions for 2030 to be accomplished in a cost-effective manner. This bill contains other related provisions and other existing laws.	
AB 23 Patterson R California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.	A. NAT. RES. 3/23/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.	The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 4/23/2015

Bill ID/Topic	Location	Summary	Position
AB 33 Quirk D California Global Warming Solutions Act of 2006: Climate Change Advisory Council.	A. NAT. RES. 4/7/2015-Re-referred to Com. on NAT. RES. 4/27/2015 1:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, WILLIAMS, Chair	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The act requires the scoping plan to be updated at least once every 5 years.</p> <p>This bill, until January 1, 2020, would require, for purposes of advising the update of the next scoping plan, the state board to develop specified information by July 1, 2016.</p> <p>The bill would require the state board on or before January 1, 2017, to submit a report to the appropriate committees of the Legislature on the specified information. Last Amended on 4/6/2015</p>	
AB 61 Allen, Travis R Shuttle services: loading and unloading of passengers.	A. TRANS. 4/21/2015-Re-referred to Com. on TRANS. 4/27/2015 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair	<p>Would allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside specified curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined.</p> <p>The bill would state that it is the intent of the Legislature to not replace public transit services. Last Amended on 4/20/2015</p>	
AB 156 Perea D Greenhouse Gas Reduction Fund: technical assistance program.	A. APPR. 4/20/2015-Re-referred to Com. on APPR.	<p>Would require the State Air Resources Board to establish a comprehensive technical assistance program, upon the appropriation of moneys from the Greenhouse Gas Reduction Fund, for eligible applicants, as specified, assisting disadvantaged communities. This bill contains other related provisions. Last Amended on 4/16/2015</p>	
AB 194 Frazier D High-occupancy toll lanes.	A. APPR. 4/14/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 1.) (April 13). Re-referred to Com. on APPR.	<p>Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles.</p> <p>This bill would authorize a regional transportation agency, in cooperation with the department, to apply to the California Transportation Commission to develop other toll facilities, as specified Last Amended on 4/7/2015</p>	

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 4/23/2015

Bill ID/Topic	Location	Summary	Position
AB 227 Alejo D Transportation funding.	A. BUDGET 4/16/2015-Re-referred to Com. on BUDGET. 5/7/2015 Upon Adjournment of Session - State Capitol, Room 447 ASSEMBLY BUDGET SUBCOMMITTEE NO. 6 ON BUDGET PROCESS, OVERSIGHT AND PROGRAM EVALUATION, WEBER, Chair	Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws. Last Amended on 4/15/2015	
AB 318 Chau D Lost money and goods: bicycles: restoration to owner.	A. APPR. 4/15/2015-Re-referred to Com. on APPR.	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 the circumstances described above. The bill, until January 1, 2021, would require specified procedures to be followed with respect to lost or unclaimed bicycles turned in to or held by a public transit agency. Last Amended on 4/14/2015	Support
AB 326 Frazier D Public works: prevailing wage rates: wage and penalty assessments.	A. L. & E. 4/22/2015-Re-referred to Com. on L. & E. 5/6/2015 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LABOR AND EMPLOYMENT, ROGER HERNÁNDEZ, Chair	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 as expeditiously as possible following the conclusion of all administrative and judicial review. This bill contains other existing laws. Last Amended on 4/21/2015	
AB 378 Mullin D State Highway 101 corridor.	A. PRINT 2/19/2015-From printer. May be heard in committee March 21.	Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law imposes various requirements for the development and implementation of transportation projects. This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.	Support

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 4/23/2015

Bill ID/Topic	Location	Summary	Position
AB 464 Mullin D Transactions and use taxes: maximum combined rate.	A. L. GOV. 4/14/2015-From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 5. Noes 3.) (April 13). Re-referred to Com. on L. GOV. 4/29/2015 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, MAIENSCHEIN, Chair	Current law authorizes cities and counties, and, if specifically authorized, other local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%. Last Amended on 4/6/2015	Support
AB 471 Harper R Employment.	A. PRINT 2/24/2015-From printer. May be heard in committee March 26.	Current law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period. This bill would make a nonsubstantive change to those provisions.	
AB 516 Mullin D Vehicles: temporary license plates.	A. TRANS. 4/21/2015-Re-referred to Com. on TRANS. 4/27/2015 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair	Would require the DMV to develop a temporary license plate system to enable the DMV, vehicle dealers that are private industry partners, and first-line service providers, as defined, to provide temporary license plates, and would require the system to begin operation on January 1, 2017. The bill would require, commencing January 1, 2017, a motor vehicle dealer that is a private-industry partner to affix a temporary license plate, at the time of sale, to a vehicle sold without a permanent license plate. Last Amended on 4/20/2015	
AB 528 Baker R San Francisco Bay Area Rapid Transit District: strikes: prohibition.	A. P.E., R. & S.S. 4/9/2015-Referred to Com. on P.E., R., & S.S. 5/6/2015 10 a.m. - State Capitol, Room 444 ASSEMBLY PUBLIC EMPLOYEES, RETIREMENT AND SOCIAL SECURITY, BONTA, Chair	Would prohibit employees of the San Francisco Bay Area Rapid Transit District from engaging in a strike or work stoppage if the transit district board maintains the compensation and benefit provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.	

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 4/23/2015

Bill ID/Topic	Location	Summary	Position
AB 828 Low D Vehicles: transportation network companies.	A. TRANS. 4/21/2015-Re-referred to Com. on TRANS. 4/27/2015 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair	Current law defines a "transportation network company" to mean an organization, including, but not limited to, a corporation, limited liability company, partnership, sole proprietor, or any other entity, operating in California that provides prearranged transportation services for compensation using an online-enabled application or platform to connect passengers with drivers using a personal vehicle. This bill would exclude from the definition of "commercial vehicle," for purposes of the Vehicle Code, any motor vehicle operated in connection with a transportation network . company, if specified conditions are satisfied. Last Amended on 4/20/2015	
AB 857 Perea D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	A. NAT. RES. 4/16/2015-Re-referred to Com. on NAT. RES. 4/27/2015 1:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, WILLIAMS, Chair	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 to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill, between January 2, 2018, and January 1, 2023, inclusive, would require no less than 50% or \$100,000,000, whichever is greater, of the moneys appropriated 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 to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. Last Amended on 4/15/2015	
AB 869 Cooper D Public transportation agencies: fare evasion and prohibited conduct.	A. APPR. 4/14/2015-Re-referred to Com. on APPR.	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 misconduct may be subject to those criminal penalties. Last Amended on 4/13/2015	
AB 877 Chu D Transportation.	A. TRANS. 4/6/2015-Re-referred to Com. on TRANS.	Would expand the California Transportation Commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws. Last Amended on 3/26/2015	
AB 1068 Allen, Travis R California Environmental Quality Act: priority projects.	A. NAT. RES. 4/6/2015-In committee: Set, first hearing. Hearing canceled at the request of author.	Would authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program.	

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 4/23/2015

Bill ID/Topic	Location	Summary	Position
AB 1171 Linder R Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.	A. TRANS. 4/22/2015-Re-referred to Com. on TRANS. 4/27/2015 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair	Would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if the expressways are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath. Last Amended on 4/21/2015	
ACA 4 Frazier D Local government transportation projects: special taxes: voter approval.	A. TRANS. 4/20/2015-In committee: Hearing postponed by committee. 4/27/2015 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair	Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.	Support
SB 1 Gaines R California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.	S. E.Q. 4/7/2015-April 15 set for second hearing canceled at the request of author.	The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.	
SB 5 Vidak R California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.	S. E.Q. 4/16/2015-April 15 set for second hearing. Failed passage in committee. Reconsideration granted.	Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.	

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 4/23/2015

Bill ID/Topic	Location	Summary	Position
SB 9 Beall D Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.	S. T. & H. 4/15/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H. 4/28/2015 1:30 p.m. - Room 112 SENATE TRANSPORTATION AND HOUSING, BEALL, Chair	Current law provides various sources of funding for transportation programs, including capital and operating funds for rail services, including intercity, commuter, and urban rail systems, including the Transit and Intercity Rail Capital Program which receives 10% of the annual proceeds of the Greenhouse Gas Reduction Fund as a continuous appropriation. This bill would require that the Transportation Agency adopt a multiyear program of projects for funding, and require the California Transportation Commission to allocate funding to applicants pursuant to the program of projects. Last Amended on 4/15/2015	
SB 32 Pavley D California Global Warming Solutions Act of 2006: emissions limit.	S. E.Q. 4/10/2015-Set for hearing April 29. 4/29/2015 9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, WIECKOWSKI, Chair	Would require the State Air Resources Board to approve a statewide greenhouse gas emission limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure long-term emissions reductions advance specified criteria. Last Amended on 3/16/2015	Support
SB 64 Liu D California Transportation Plan.	S. T. & H. 4/14/2015-Set for hearing April 28. 4/28/2015 1:30 p.m. - Room 112 SENATE TRANSPORTATION AND HOUSING, BEALL, Chair	Would require the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific recommendations for statewide integrated multimodal transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5 years thereafter.	
SB 122 Jackson D California Environmental Quality Act: record of proceedings.	S. APPR. 4/20/2015-Read second time and amended. Re-referred to Com. on APPR.	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. 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 4/20/2015	

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 4/23/2015

Bill ID/Topic	Location	Summary	Position
SB 207 Wieckowski D California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.	S. APPR. 4/17/2015-Set for hearing April 27. 4/27/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair	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. 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	
SB 231 Gaines R Transportation programs.	S. T. & H. 4/20/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H. 4/28/2015 1:30 p.m. - Room 112 SENATE TRANSPORTATION AND HOUSING, BEALL, Chair	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 include water-borne transit as an eligible project that may be funded under these 2 programs. Because the bill would expand the allowable purposes for which the continuously appropriated funds allocated to the program may be expended, it would thereby make an appropriation. Last Amended on 4/20/2015	
SB 321 Beall D Motor vehicle fuel taxes: rates: adjustments.	S. SECOND READING 4/22/2015-From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 15). 4/23/2015 #17 SENATE BILLS-SECOND READING FILE	Current law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, instead require the board, on or before July 1, 2015, or 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 current law to maintain revenue neutrality. Last Amended on 3/26/2015	
SB 348 Galgiani D California Environmental Quality Act: exemption: railroad crossings.	S. APPR. 4/17/2015-Set for hearing April 27. 4/27/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair	CEQA exempts from its requirements railroad grade separation projects that eliminate existing grade crossings or that reconstruct existing grade separations. CEQA authorizes a lead agency, if it determines that a project is exempt from the requirements of CEQA, to file a notice of exemption with specific public entities. This bill would require a lead agency, if it determines that the above exemption applies to a project that the agency approves or determines to carry out, to file a notice of exemption with the Office of Planning and Research and, in the case of a local agency, with the county clerk in each affected county. This bill contains other related provisions and other existing laws. Last Amended on 4/6/2015	

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 4/23/2015

Bill ID/Topic	Location	Summary	Position
SB 358 Jackson D Conditions of employment: gender wage differential.	S. RLS. 4/22/2015-From committee: Do pass and re-refer to Com. on RLS. (Ayes 4. Noes 0.) (April 22). Re-referred to Com. on RLS.	Current law regulates the payment of compensation to employees by employers and prohibits an employer from conditioning employment on requiring an employee to refrain from disclosing the amount of his or her wages, signing a waiver of the right to disclose the amount of those wages, or discharging an employee for making such a disclosure. Current law establishes similar prohibitions in connection with disclosing an employer's workplace conditions. This bill would extend the prohibitions described above to discussions and inquiries regarding the wages of an employee, the wages of other employees, and workplace conditions. Last Amended on 4/6/2015	
SB 391 Huff R Assault and battery: transit employees.	S. PUB. S. 4/22/2015-April 28 set for first hearing canceled at the request of author. 4/28/2015 Anticipated Hearing SENATE PUB. S., Not in daily file.	Would make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 4/21/2015	
SB 413 Wieckowski D Public transit: prohibited conduct.	S. T. & H. 4/16/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H. 4/28/2015 1:30 p.m. - Room 112 SENATE TRANSPORTATION AND HOUSING, BEALL, Chair	Current law makes it a crime, punishable as an infraction or misdemeanor, as specified, for person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise. This bill would revise the unreasonable noise provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. The bill would also make it an infraction for a person on or in a facility or vehicle of a public transportation system to fail to yield seating reserved for an elderly or disabled person. The bill would make a 3rd or subsequent violation of the prohibition against selling or peddling goods, merchandise, property, or services, as specified, punishable as a misdemeanor. This bill contains other related provisions and other existing laws. Last Amended on 4/16/2015	Support
SB 461 Hernandez D State Highway Route 164: relinquishment.	S. APPR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 10. Noes 0.) (April 21). Re-referred to Com. on APPR.	Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law authorizes the commission to relinquish certain state highway segments to local agencies. This bill would authorize the commission to relinquish the portion of State Highway Route 164 from Gallatin Road near Pico Rivera to the southern city limits of South El Monte in the vicinity of Rush Street in the County of Los Angeles to that county, under specified conditions. Last Amended on 4/6/2015	

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 4/23/2015

Bill ID/Topic	Location	Summary	Position
SB 491 Committee on Transportation and Housing Transportation: omnibus bill.	S. T. & H. 4/22/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H. 4/28/2015 1:30 p.m. - Room 112 SENATE TRANSPORTATION AND HOUSING, BEALL, Chair	Current law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues, at least once a year, to hold one or more public meetings for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would instead, at least once a year, require one or more public meetings to adopt criteria for expenditure of funds, if the criteria have been modified from the previous year, and one or more public meetings to review those expenditures. Last Amended on 4/22/2015	
SB 508 Beall D Transit operations: financial requirements.	S. T. & H. 4/2/2015-Set for hearing May 5. 5/5/2015 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, BEALL, Chair	Would delete the requirement for transit operators to maintain higher fare-box requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required fare-box ratios, including, among others, certain health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years.	
SB 529 Pan D Transportation funding: Downtown/Riverfront Streetcar Project.	S. T. & H. 4/16/2015-Re-referred to Com. on T. & H.	Current law provides various sources of funding for transportation projects. This bill would appropriate \$10 million from the General Fund to the Downtown/Riverfront Streetcar Project, connecting Sacramento to West Sacramento, for use in funding the development of the project. Last Amended on 4/14/2015	
SB 579 Jackson D Employees: time off.	S. APPR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (April 22). Re-referred to Com. on APPR.	Current law prohibits an employer who employs 25 or more employees working at the same location from discharging or discriminating against an employee who is a parent, guardian, or grandparent having custody of a child in a licensed child day care facility or in kindergarten or grades 1 to 12, inclusive, for taking off up to 40 hours each year for the purpose of participating in school activities, subject to specified conditions. This bill would include the finding, enrolling, or reenrolling of a child in a school or day care facility as activities for which a parent, guardian, or grandparent having custody of a child shall not be discriminated against or discharged, as described above. This bill contains other related provisions and other existing laws. Last Amended on 4/15/2015	

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 4/23/2015

Bill ID/Topic	Location	Summary	Position
SB 599 Mendoza D Employment: public transit service contracts.	S. APPR. SUSPENSE FILE 4/20/2015-April 20 hearing: Placed on APPR. suspense file.	Current law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified. This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.	
SB 698 Cannella R Active Transportation Program: school zone safety projects.	S. E.Q. 4/16/2015-April 15 set for first hearing canceled at the request of author.	Would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.	
SB 767 De León D Los Angeles County Metropolitan Transportation Authority: transactions and use tax.	S. APPR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (April 22). Re-referred to Com. on APPR.	Would authorize the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a rate of 0.5% subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.	