



AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

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

July 2, 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 MOTION
Members of the public or Board may request that an item under the Consent Calendar be considered separately
 - a) Approval of Minutes of May 20, 2015
 - b) Approval of Minutes of June 4, 2015
 - c) Acceptance of Statement of Revenues and Expenses for May 2015
5. Chairperson's Report
 - a) Appointment of Citizens Advisory Committee Members
 - i) Alex Sweet Representing San Francisco MOTION
 - ii) Chris Cobey Representing San Mateo County MOTION
 - iii) Yvonne Mills Representing Santa Clara County MOTION
6. Report of the Citizens Advisory Committee INFORMATIONAL
7. Report of the Executive Director
 - a) Caltrain Modernization Update – Peninsula Corridor Electrification Project Quarterly Update INFORMATIONAL
8. Authorize Approval of the Executive Director to Execute the Project Labor Agreement for the Peninsula Corridor Electrification Project and a Memorandum of Understanding with the International Brotherhood of Electrical Workers Union, Local 1245 RESOLUTION
9. Authorize Issuance of the Electric Multiple Unit Railcar Vehicles Request for Proposals for the Peninsula Corridor Electrification Project RESOLUTION

Peninsula Corridor Joint Powers Board
July 2, 2015 Agenda

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| 10. Authorize Entering into an Agreement with the California High-Speed Rail Authority to Reimburse Up to \$1 Million in JPB Costs for the Blended System Study Work | RESOLUTION |
| 11. Key Caltrain Performance Statistics May 2015 | INFORMATIONAL |
| 12. Legislative Update | INFORMATIONAL |
| 13. Correspondence | |
| 14. Board Member Requests | |
| 15. Date/Time of Next Regular Meeting: Thursday, August 6, 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 | |
| 16. General Counsel Report | |
| a) Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): PCAM, LLC v. San Mateo County Transit District, Peninsula Traffic Congestion Relief Alliance, and Peninsula Corridor Joint Powers Board, Case No. CIV533496 | |
| b) Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Town of Atherton, et al vs. Peninsula Corridor Joint Powers Board. Case No. CIV532457 | |
| 17. 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 Workshop
1250 San Carlos Avenue, San Carlos CA 94070**

MINUTES OF MAY 20, 2015

Chair Adrienne Tissier called the meeting to order at 9:09 a.m. and led the Pledge of Allegiance.

WORKSHOP PARTICIPANTS

The workshop was open to the public.

JPB Board Members Present: J. Gee, R. Guilbault, T. Nolan, A. Tissier (Chair), K. Yeager

JPB Board Members Absent: J. Cisneros, M. Cohen, A. Kalra, P. Woodward

JPB Staff: D. Couch, G. Harrington, J. Hartnett, C. Harvey, R. Haskin, M. Lee, M. Martinez, M. Simon, S. van Hoften

California High-Speed Rail Authority (CHSRA) Staff: F. Banko, B. Tripousis

**ELECTRIC MULTIPLE UNIT (EMU) REQUEST FOR PROPOSAL (RFP) POLICY DISCUSSION
RELATED TO EMU PROCUREMENT AND DESIGN CONSIDERATIONS**

This workshop was held with JPB Board members and the public to discuss the policies related to the EMU RFP, the EMU procurement, and design considerations. Topics discussed were the electrification project update, EMU boarding height at CHSRA stations or all Caltrain stations, the potential path forward, and CHSRA common-level boarding and trainsets.

Stakeholder request for car modifications: Can Caltrain modify EMUs to not preclude 50-inch boarding in the future?

- Two modification options presented:
 - Cars with more doors
 - Cars with traps
- Short-term solution:
 - Design car with two sets of doors (cars with more doors option)
 - Keep high doors sealed and use low doors
 - Car configured similar to original EMUs (mitigate challenges)
 - Request CHSRA to fund modification costs

Marian Lee, Executive Officer, Caltrain Modernization (CalMod) Program, said the 2008 total CalMod Program cost was \$1.5 billion, which included the Communications-based Overlay Signal System Project. Of that \$1.5 billion, \$1.2 billion is for electrification. A revised cost estimate was done last year, and the \$1.2 billion went up to \$1.5 billion, and did not include costs related to purchasing rail cars with many doors. Staff has been working with the Metropolitan Transportation Commission and other funding partners on filling the \$300 million to \$400 million gap. An updated Memorandum of Understanding (MOU) would have a funding commitment for the updated electrification cost of \$1.5 billion, and the JPB would ask CHSRA to pay for any

incremental cost associated with more doors. This cost would be defined, which would provide the commitment to issue award for the electrification project.

Ben Tripousis, Northern Regional Director, CHSRA, said CHSRA has discussed helping fund the conversion of the remaining 25 percent of the Caltrain commuter fleet to arrive at a fully operational electrified service in the corridor sooner rather than later. Any added expense associated with adding additional doors to the vehicles is something the CHSRA will consider and investigate, but they are not ready to concede that there will be significant increases. These are not customized vehicles and are in common operation and could be modified in a way that develops an economy of scale that helps keep the costs down, for instance, by taking actions to purchase the remainder of the fleet. At the same time, CHSRA is looking to keep costs down on the broader electrification project by working with Caltrain staff on alternative technical concepts and emphasizing the price of the contract over the specific technical aspects. Any discussion of future additional funding has to be carefully considered. To the extent additional funding is consistent with the MOU and complies with any legislative requirements, CHSRA will absolutely pursue it and is prepared to participate in identifying those numbers and developing a clear path to funding the vehicles and electrification.

Director Ken Yeager said one scenario is to go with the original EMU at 25 inches, along with the diesel cars, and the stations would need to be modified to board either one of those. Chuck Harvey, Deputy CEO, said operations can begin in 2020 with the platforms at the existing eight inches above top of rail, so just like customers now have to come up one step to get into a vehicle for the current bi-level diesels, they will have to take a step up into the EMUs; the new equipment can operate with the existing platforms as they are today. This will have to be done because there is not money, time, engineering, or environmental clearance to raise the platforms to 25 inches by 2020.

Director Yeager said that is one route to go because there is no need for environmental clearance, the costs are somewhat known, it will be a little cheaper to go with a standard car, and it can be done fairly quickly compared to the car with the four doors and the 50-inch platform height. Mr. Harvey said an RFP has been drafted with the original plan, but staff has the ability to modify that document quickly. There is an idea to share the RFP with the industry to get some feedback, which gives staff an opportunity to take what they hear from the builders and find fatal flaws before coming back to the Board to ask for permission to advertise the RFP. He said if the order is delayed too long, the older diesel vehicles will be operated longer in the mixed service. He said he agrees that the costs of having four doors per car aren't completely known until the numbers come back from the builders. There is a possibility to mitigate the cost or structure the RFP in a way to have transparency in the pricing. The real numbers will start coming in this year.

Director Yeager asked if there is an advantage of going with what is known, which might be done quicker, because Caltrain is bursting at the seams and electrification needs to be done now. Ms. Lee said the vehicle makers said they can deliver the cars with more doors in the same timeframe as the original plan, so regardless of which car Caltrain gets, both will be ready in the 2020 timeframe. When the draft RFP is issued,

that will be confirmed. If it were to cost more, there is risk associated with getting the original cars as well as the new cars. There is a funding gap of \$300 million to \$400 million to get the original cars, and the funding gap for cars with more doors could be that same cost plus more, or possibly less, but the vehicle makers will let the JPB know.

Director Yeager said going with an RFP that would include both types of cars keeps the options open, without forcing the Board to make a final decision. Ms. Lee said there is flexibility with the draft RFP to explore all types of options and get confirmation, but ideally staff would like to have a clearer path by the time the RFP is released. If the path forward continues to make sense, in July there will be an action item for the Board to release the RFP with definition on the framework to procure cars with double sets of doors, configured in a way to activate only one set of doors now, with flexibility to do something different in the future. The second key policy issue will be a framework to balance the seats, standees, bathrooms, and bikes.

PUBLIC COMMENT

Roland Lebrun, San Jose, said he came across a train in Europe that has separated the doors and toilets from the rest of the train, so regardless of the platform height the rest of the train with passengers never changes. These trains could alternate between different platform heights. The train is unique in the world and is a breakthrough in commuter passenger design. He said the people who are deciding how this will work for the United States are the Federal Railroad Administration (FRA).

Jeff Carter, Millbrae, said CHSRA should not dictate Caltrain's platform designs. Caltrain is the number one priority for this Board. The dual door configuration shows promise. He hopes a workable solution will be found soon. Caltrain needs to look at eight- or 10-car trains to make up for lost seating due to bathrooms and doors and other factors. Caltrain should have more than six trains per hour on the system because Caltrain is at capacity now and couldn't handle more than twice the existing capacity without longer trains and more trains per hour.

David Parkinson, San Francisco, said all of the East Coast trains are operated in a push/pull configuration, which has a benefit over EMUs because old cars can still be used until high-speed rail exists in California. That would allow electric trains to run until CHSRA starts, and when CHSRA starts, high level boarding can begin on new cars. He said EMUs might not be the best option for this corridor.

Margaret Okuzumi, Sunnyvale, said it is important to get a ruling from the FRA because it would have an impact on the configuration of the cars. The blended system approach will have a huge impact on Caltrain operations. Compatibility issues with multiple platform heights will confuse passengers and impact dwell time. She said it would be better to figure out how CHSRA trains could work with a lower platform height. Dwell time impacts on CHSRA will affect fewer people than dwell time impacts on Caltrain.

Vaughn Wolffe, Pleasanton, said at some point in the distant future, all the passenger platforms will have to be the same height throughout the country. The four-door consideration depends on if the price is tolerable with the ability to make changes to the platforms in the future. This way, Caltrain can carry the maximum number of

people. This is a 100-year decision. He said there should be A and B trains and A and B stations where only certain doors open at certain stations.

Paul Jones, Atherton, said he has not heard any mention of not providing common boarding height with CHSRA. Three CHSRA stations are anticipated on the line: the Transbay Terminal, which is under construction, San Jose Diridon, which will require modifications to accommodate CHSRA anyway, and Millbrae. For the Board to modify all of the trainsets for the purpose of matching platform heights with CHSRA at one station makes no sense. He said Gilroy is not an issue because CHSRA cannot use the Union Pacific lines, so the CHSRA Gilroy station will be displaced from Caltrain's. The Board should build the cars to suit Caltrain's needs and let CHSRA worry about itself.

Shirley Johnson, San Francisco Bicycle Coalition, said level boarding is important for people who have trouble walking, people in wheelchairs, people with luggage, bicycles, or strollers. As a customer, she is happy that level boarding will happen.

Clem Tiller, San Carlos, said level boarding is the generational issue facing Caltrain, is critically important, and is the enabler for the blended system. Level boarding provides short and predictable dwell times. He said every single platform will be rebuilt regardless of the option the Board selects, so the cost isn't necessarily a big deal because in the past 16 years, Caltrain has rebuilt 37 platforms. The transition is very complicated when considering the additional complexity of the option with cars with more doors.

Greg Conlon, Atherton, said he questions the safety of the options being proposed. He said four trains per hour for CHSRA exceeds the capacity of the tracks. He is concerned the JPB will not be able to run the railroad with that amount of passing tracks and meet the demands of both CHSRA and Caltrain. He said Caltrain might have to go to four tracks to make this system work with the demands the JPB is putting on it, but he is not sure any city would support four tracks. He said he is concerned about rogue engineers and the Board should take precautions until Positive Train Control is on the trains.

Andy Chow, Redwood City, said Caltrain should take the best floor height for its operations. Even though compatibility is highly desirable, there is a tradeoff. Level boarding is important for bikes, wheelchairs, and disabled persons who have trouble walking. Requiring people to change levels once inside the train may not be Americans with Disabilities Act compliant. He said the Transbay Joint Powers Authority should be involved in the conversation and solution because the Transbay Terminal is too small to hold all the trains. He said there should be alternative platform designs to meet the goal of level access.

Adina Levin, Friends of Caltrain, said the Board member's suggestion to create a matrix to evaluate the choices is a great idea. One of the considerations is the benefits to both CHSRA and Caltrain, and it would be great to see on one page the numbers or qualitative estimates of the impact of seating and standing capacity, the number of trains and amount of service into the Transbay Terminal—which is going to be the highest usage station on the line—and the relative impacts on dwell time, which contributes to overall passenger time. These are things that may negatively or positively affect Caltrain service, not just CHSRA. She would like to hear about the timeline to get

to level boarding and how it would be funded. She said Europe is moving toward the standard of having lower-platform compatible high-speed trains. She asked what the risk is of looking at low-platform level-boarding options for CHSRA.

The next regular meeting will be Thursday, June 4, 2015, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

The meeting adjourned at 11:57 a.m.

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

MINUTES OF JUNE 4, 2015

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

MEMBERS ABSENT: J. Cisneros

STAFF PRESENT: J. Ackemann, J. Averill, J. Cassman, A. Chan, D. Couch, P. Glenn, G. Harrington, J. Hartnett, C. Harvey, R. Haskin, M. Lee, M. Martinez, N. McKenna, S. Murphy, S. Petty, M. Simon, S. van Hoften

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

PUBLIC COMMENT

Lauren Barley, Palo Alto, said that since 2009, 69 percent of teen deaths on the Caltrain right of way were suicides in Palo Alto, and that only one teen suicide in Palo Alto over that time was not by Caltrain. Palo Alto is only 8 percent of the total Caltrain tracks. Caltrain can reduce suicidal teens' access to the right of way in Palo Alto by installing a 10-foot anti-climb fence on both sides of the four-mile tracks in Palo Alto and perpendicular fencing that narrows the access at the grade crossing, as well as removing the foliage inside the railway. Reducing access to a lethal means of suicide has proven to reduce suicide deaths by as much as 30 to 50 percent, because most suicides are impulsive, especially with teens.

Doug DeLong, Mountain View, thanked the Ticket Vending Machine staff for the change that integrated credit card receipts with the tickets, because it reduces litter and paper use. He said if Caltrain moves toward level boarding, it should be done in a way that maintains and enhances the capacity of Caltrain, and not in a way that washes out or decreases capacity. Things like traps, single-leaf doors, or doors at the ends of cars would reduce throughput.

Roland Lebrun, San Jose, said Orders of the Day should be added to the agenda so the Board could rearrange the agenda as needed. He said Caltrain should separate from the San Mateo County Transit District (District) as the managing agency.

Greg Conlon, Atherton, said he is concerned about safety. Positive Train Control (PTC) is needed. He said cell phones should be prohibited for engineers and a second engineer should be put into the cabin to prevent unauthorized actions by rogue engineers.

Hans Nielsen, San Francisco, thanked the Board for planning to add a new bike car on Bombardier trains. He said he noticed a line in the budget about departure boards at terminus stations and said that would be an excellent improvement. He said he would

like to see Global Positioning Satellite train-tracking similar to Santa Clara Valley Transportation Authority (VTA) and San Francisco Municipal Transportation Agency (Muni).

Adina Levin, Friends of Caltrain, said someone on social media expressed thanks for the JPB's plan to live-stream the Board meetings.

CONSENT CALENDAR

Authorize to Cast Ballots to Approve the Establishment of the Dogpatch/Northwest Potrero Hill Green Benefits District and Associated Assessment for a 10-Year Period

Director Tom Nolan, at the request of Director Malia Cohen, asked to include the Authorization to Cast Ballots to Approve the Establishment of the Dogpatch/Northwest Potrero Hill Green Benefits District (GBD) and Associated Assessment for a 10-Year Period in the Consent Calendar.

Director Rose Guilbault asked if funding for the assessment over the 10-year period is in the budget. Seamus Murphy, Director, Government and Community Affairs, said it is not in the budget, so if this effort is successful, the budget would need to be amended mid-year.

Director Guilbault asked if there are other similar districts that receive money from the JPB. Mr. Murphy said this is the first time for Caltrain, but the San Mateo County Transit District has participated in a similar district.

Director Guilbault asked what other steps are left in the process after the JPB approves this item. Mr. Murphy said the San Francisco Board of Supervisors has to authorize the city to mail ballots to the affected property owners. For the effort to be successful, 50 percent of the property owners must ratify the decision to create the GBD.

Director Guilbault said once the GBD is created, their board of directors would determine what to do with the money. She asked if the JPB has any influence on where the money goes. Mr. Murphy said it is possible for the JPB to have someone on that board of directors, but staff has not had any conversations about its intent to pursue a seat.

- Approval of Minutes of May 7, 2015
- Acceptance of Statement of Revenues and Expenses for April 2015
- Authorize Execution of Exclusive Negotiation Agreement with Sares/Regis for Development of the Hayward Park Station Property
- Authorize Execution of Contracts of More Than \$100,000 for Information Technology License Renewals, Maintenance Services and Professional Services for Fiscal Year 2016 for an Aggregate Not-to-Exceed Amount of \$500,000
- Authorize Execution of Contracts for Technology Related Products and Services to Vendors Under Cooperative Purchasing Programs for Fiscal Year 2016 for an Aggregate Not-to-Exceed Amount of \$1 Million
- Authorize Implementation of the Fuel Hedging Program for the Fiscal Year Ending June 30, 2016 for a Diesel Fuel Hedge in the Form of a Commodity Price Cap, Approval of the Term Sheet for Commodity Price Cap on File, and Payment of the Premium for the Commodity Price Cap

Motion/Second: Nolan/Woodward

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

Absent: Cisneros, Cohen, Kalra

Director Ash Kalra arrived at 10:15 a.m.

CHAIRPERSON'S REPORT

No report.

REPORT OF THE CAC

Adina Levin, CAC member, said at its May 20 meeting, the CAC:

- Asked questions about the future Caltrain schedule. Staff said they would consider making schedule refinements before electrification.
- Made comments about supporting the expansion of the Bike Share Program as it relates to the Caltrain first and last mile.
- Received a presentation about Caltrain level boarding.
- Expressed an interest in influencing the metrics about decisions including future capacity and service levels to stations.

REPORT OF THE EXECUTIVE DIRECTOR

Proclamation Declaring June 18th as Dump the Pump Day

Jayme Ackemann, Manager, Communications, said this is the 10th annual observance of this nationwide event sponsored by the American Public Transportation Association. Staff will be hosting a booth at the San Jose Diridon Caltrain Station from 7:30 a.m. to 9 a.m. to welcome commuters who choose to Dump the Pump on June 18. Staff will provide giveaways and an opportunity to enter a drawing.

Motion/Second: Nolan/Woodward

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

Absent: Cisneros, Cohen

Caltrain Modernization (CalMod) Update

Marian Lee, Executive Officer, CalMod Program, said:

- Installation and testing of the Communications-based Overlay Signal System (CBOSS) PTC system is progressing. No complaints have been received since the last meeting.
- There will be work in the San Francisco tunnels on June 6 and 7, which will impact train service. Bus bridges will be in place to mitigate the impact.
- Staff is working on a draft Electric Multiple Unit (EMU) Request for Proposal (RFP). Part one of a two-part effort has been released, which includes information about the car options based on the input received from the Board and stakeholders. The vehicles with traps were not included as there was strong consensus that traps are not a viable option. Staff included the vehicles they would have originally purchased, as well as vehicles with more doors that would accommodate low and high boarding heights. Staff is asking the vehicle makers to verify that they can meet the 2020 target date and for information about the cost differential between the car options. Part two of the draft will be released

next month, after discussions about how to balance seats, standees, bikes and bathrooms.

Real Estate Update

Dave Couch, Project Delivery Director, presented:

- Real Estate Need
 - Project need
 - Traction power facilities (TPF)
 - Overhead contact system poles
 - Electric safety zone (ESZ)
 - Identified in the Final Environmental Impact Report
 - Approach
 - Friendly
 - Eminent domain (only if needed)
- Scope
 - Most project improvements are within the right of way
 - Limited land needed outside the right of way
 - Narrow strips for poles and ESZ
 - Two TPFs outside the right of way
 - Number of parcels needed
 - San Francisco County: five
 - San Mateo County: 102
 - Santa Clara County: 56

Director Cohen arrived at 10:26 a.m.

- Process
 - Friendly
 - Contact property owners
 - Appraisal and negotiate
 - Written offer
 - Closing
 - Eminent domain
 - Additional time
 - Use cooperative agreement with VTA, SamTrans and San Francisco
 - Complete acquisition by fall 2017
- Next Steps
 - May to summer
 - Contact property owners
 - Begin appraisal process
 - JPB items to come (summer)
 - Delegation of authority
 - Cooperative agreements
 - Real estate services contract

EMU Procurement – Seats/Standees/ Bathrooms/Bikes Balance

Ms. Lee presented:

- The purpose is to develop a framework for the draft EMU RFP and to receive feedback on car configuration and the range of increased seats and bikes onboard.
- Average weekday ridership has increased 143 percent since 2004.
- Onboard bike capacity is exceeded today.
 - 11 percent (about 6,000) of customers bring bikes onboard
 - 1 percent of customers (about 600) park bikes before boarding
- Challenge
 - Over capacity on peak-hour trains
 - More and more customers are standing
 - Ongoing bike bumping challenges
- Bikes Onboard Program
 - Program began in mid-1990s
 - Over time, removed seats and added bike space
 - In 2004, Gallery trains could hold 32 bikes and Bombardier trains could hold 16 bikes
 - Today, Gallery trains can hold 80 bikes and Bombardier trains can hold 48 (with the added Bombardier cars, Bombardier trains will be able to hold 72)
- Wayside Facilities
 - Two thousand wayside parking spaced by various facilities
 - Needs modernization
 - Regional Bike Share Program
- Strategic Plan (adopted 2014)
 - Safety
 - Maximize passenger capacity
 - Address onboard accommodation of bikes, luggage and passenger facilities
 - Maintain comfort
 - Complement bikes onboard program with consistent capacity information and wayside improvements
- Title VI (adopted 2013)
 - Compliance with Federal civil rights requirements
 - Caltrain standards for evaluation
 - Sufficient seating capacity to meet demand is a priority
 - During peak it is not always possible to provide a seat for each passenger
 - Peak load factor: 1.2 customers per seat
 - Off-peak load factor: 1 customer per seat
- Customer Preference Survey
 - Over 4,000 responses to the opt-in survey
 - Not statistically valid
 - Survey highlights
 - Seats/Standee Related
 - Average trip onboard Caltrain – 28 percent from 31 to 45 minutes, 26 percent from 46 to 60 minutes

- Seat availability (destination trip) – 64 percent always, 17 percent standing up to 10 minutes, 7 percent standing more than 20 minutes
 - Seat availability (return trip) – 57 percent always, 19 percent standing up to 10 minutes, 8 percent standing more than 20 minutes
 - Bike Related
 - Brought bike onboard – 44 percent
 - Bumped in the last year – 46 percent never, 13 percent once, 30 percent two to 12 times
 - Staffed bike facility an alternative – 52 percent yes
 - Bike lockers an option – 49 percent yes
 - Bike sharing as alternative – 39 percent yes
 - Shuttles as alternative – 47 percent yes
 - Bathroom Related
 - Use of bathroom – 53 percent yes
 - How often utilized – 2 percent never, 23 percent once a year, 60 percent two to 12 times, 13 percent multiple times per month, 3 percent multiple times per week
 - Summary Results
 - Weighted average of what the highest desire is on a scale of 1 to 5
 - Seating – 4.5
 - Standing room/leaning area – 3.26
 - Bike storage – 3.11
 - Bathroom – 2.18
- Bay Area Systems
 - VTA: No bathrooms per train, six to 18 onboard bike spaces
 - Muni: No bathrooms per train, no onboard bike spaces
 - Bay Area Rapid Transit: No bathrooms per train, six to 20 onboard bike spaces
 - Caltrain: two to five bathrooms per train, 72 to 80 onboard bike spaces
 - Capitol Corridor: bathrooms on every car, 25 to 32 onboard bike spaces
 - Altamont Commuter Express (ACE): bathrooms on every car, 22 to 54 onboard bike spaces
- Staff Recommendation
 - Context/approach
 - Multiple EMU builders
 - Range of internal configurations
 - Specific numbers difficult to establish
 - Balanced approach to maximize seats/standees and bike capacity
 - Increased service per peak hour
 - Today
 - Five trains per direction
 - Five-car trains
 - With added Bombardier cars
 - Five trains per direction
 - Five-car and six-car trains

- With electric service in 2020
 - Six trains per direction
 - Six-car trains
 - Mixed EMUs and diesel fleet
- Electric service benefits
 - Today a Baby Bullet train takes 60 minutes and makes six stops from San Francisco to San Jose
 - After electrification a Baby Bullet train could take 45 minutes to travel from San Francisco to San Jose, or at 60 minutes could make 13 stops
- Key recommendations
 - Grow seats/standees and bike capacity
 - Apply a 9-1 ratio of seats to bikes
 - Invest in wayside bike capacity
 - More comfort for standees
 - No bathrooms
- Additional bike recommendations
 - System-wide Bike Parking Management Plan: \$130,000
 - Wayside funding: \$3 million
 - Dedicated agency bike staff
 - Explore ways to increase predictability for onboard bike capacity
- Bathroom recommendation
 - No bathrooms in EMU cars
 - One ADA bathroom takes up 32 seats or 64 standee spaces
 - Saves capital, operations and maintenance costs
 - Low priority in survey
 - Bathroom availability
 - Diesel fleet
 - At two terminal stations
 - Future
 - Consider more bathrooms with station improvements
 - City support varies
- Next Steps: June – July activities:
 - Public meetings
 - Draft RFP to car builders
 - July JPB
 - Policy EMU decisions
 - Release EMU RFP
 - Important milestone for 2020 revenue service

Ms. Lee said the Local Policy Maker Group felt there should be at least one bathroom per train.

Director Tom Nolan said it is important to have a bathroom and it is reasonable to consider having at least one.

Public Comment

Jeff Carter, Millbrae, said this is a 100-year investment, so future service should have more than six-car trains and six trains per hour. Capacity taken by bikes or bathrooms

needs to be addressed. There are new designs for CHSRA that could operate at 25-inch platforms. Bathrooms are important, particularly after baseball games. Some people will relieve themselves on the train if there are no bathrooms.

John Root, Burlingame, said doing away with bathrooms is not right. He said young children would need bathrooms.

Janice Li, Community Organizer, San Francisco Bicycle Coalition (SFBC), said her organization encourages the Board to set a transit agency goal to serve at least 20 percent bike passengers by 2020, to provide bike capacity onboard EMUs for 16 percent of passengers as a way to at least match the existing growth curve, to increase and develop wayside facilities, and to ensure accessible platform and car design for all people including children, seniors, the disabled, and bike passengers.

Roland Lebrun, San Jose, said the JPB started with \$440 million for trains, but \$125 million went to poles and wires for electrification, and \$5 million has been used on consultants. He said his calculations show that after the consultants are done, there will be \$250 million left, but \$600 million is needed for new trains. He asked where the money will come from. He said the platforms at Transbay and Diridon need to be able to accommodate holding two trains. He said he designed a train that is 650-feet long, carries 965 seats, 80 bikes, seven wheelchairs and seven ADA toilets, and there is flexibility because of flip ups, which provide standing space.

Marc Brandt, San Francisco Bicycle Advisory Committee, said his committee passed a resolution advocating for 20 percent onboard bike capacity. Alternative last-mile solutions are subsidized by capital, labor, a footprint at or around the station, or all three factors. He said the bikes onboard program makes it feasible for him to travel without a car. He said the service is very much appreciated.

Hans Nielsen, San Francisco, said it would be great if all EMUs had the same bike space, instead of having bikes in some cars and no bikes in other cars. He said the bike cars on the trains he takes now almost always fill up, but there are always seats available. The 9-1 ratio is too low. Caltrain needs to have 20 percent bikes onboard.

Emma Shlaes, Policy Manager, Silicon Valley Bike Coalition, said she encourages Caltrain to set mode-share goals for access to stations and allocate funding and capacity based on these goals. As the economy has grown, biking has increased as the first- and last-mile solution. Boardings have risen and demand will continue to grow. She encouraged the JPB to increase the ratio to six to one on EMUs. She supported the wayside bike parking system because that investment is crucial.

Shirley Johnson, SFBC, said she is recommending a two-step implementation process to reach 20 percent onboard bike capacity: 16 percent in 2020 and 20 percent in 2022. Based on the annual passenger counts, the increase in bike boardings outpaced the increase of walk-on boardings. The average annual increase is 17.1 percent for bikes and 5.5 percent for walk-ons. By 2020, there will be more than 20 percent of passengers bringing bikes onboard. The two-step implementation is good to get operational information and to get people used to the new EMUs.

Doug DeLong, Mountain View, said one or two bathrooms per train is fine. There are not enough wayside facilities for bicycles. He said staff should move aggressively to scale up the wayside facilities independent of the CalMod Project.

Andy Chow, Redwood City, said there should be one restroom per train. Some stations have porta-potties. If there are no restrooms, people will go in undesignated places. Restrooms should have urinals for cleanliness. More bikes will impact dwell time. More wayside facilities are needed to handle growth.

Adina Levin, Friends of Caltrain, said only 17 percent of respondents said bathrooms were important, but for riders who ride over 45 minutes, bathrooms are important to 80 percent of respondents.

Director Jeff Gee said the Board needs to be as flexible as possible with the procurement since the Board won't know what is possible until the proposals come in. He would like to include a unit price for the additional cars in the RFP so the Board will know what the cost might be if the Board went with seven or eight cars. Trains should have at least one bathroom. He said there is a cleanup cost involved, whether there are restroom facilities or not. He said he would like to partner with communities that are willing to have wayside restroom facilities. He said the Board will have to wait to look at the proposals when they come in to decide what to do with bikes onboard. The proposals will dictate what range the trains can accommodate.

Director Kalra said bathrooms take up a lot of seats. If there are no restrooms on trains then there should be some at stations, particularly the heavily used stations.

Jim Hartnett, General Manager/CEO said special services the weekend of June 27 and 28 include:

- Gay Pride event in San Francisco
- San Jose Earthquakes at Stanford Stadium
- Grateful Dead concert at Levi's Stadium

Mr. Hartnett said he would send the Board a written report with more information.

PENINSULA CORRIDOR ELECTRIFICATION PROJECT LABOR AGREEMENT (PLA)

Joan Cassman, Legal Counsel, said that for a number of months, legal counsel has been engaged in discussions with labor councils in all three counties in anticipation of negotiating a PLA for the electrification project.

Patrick Glenn, Legal Counsel, said each of the three building trade councils designated a person to begin negotiations with JPB legal counsel, which began in January. He said the complication has been that much of the project is going to involve 54 miles of overhead wiring, and the trade that does that is the International Brotherhood of Electrical Workers (IBEW), a separate local, and they are not part of the building trades for any of the three counties and have not historically entered into PLAs with the building trade councils. As a result, that will require a separate agreement, Memorandum of Understanding, or side letter with them in order to have a PLA that is comprehensive enough to ensure the project will not be subject to any labor dispute, work stoppage, or jurisdictional disputes between the crafts that might result in delay or

disruption of the work. The building trades council has taken the lead on the discussions with the IBEW about the allocation of work between the various trades and the IBEW because some of the IBEW utilities work overlaps with some of the work the building trades crafts do. The groups discussed how disputes would get resolved without there being any potential disruption of the project. Once that is worked out, legal counsel and IBEW Local 1245 will tackle the details on the PLA with IBEW Local 1245 that will be integrated with the larger PLA with the Building Trades Councils. Mr. Glenn said it is his goal for that to be done and ready for Board review at the July meeting.

Director Cohen said she is in support of the PLA and it is the right direction for public agencies.

Mr. Hartnett said it is important to have this in place in July. It is important for the JPB to complete a tool that is of great quality.

Director Cohen asked if the PLA includes a local hire provision. Mr. Glenn said for the most part, the local hire and Disadvantaged Business Enterprises (DBE) will be handled by the contractors. The Building Trades want the JPB to be a party to the agreement, which is not unusual, but the JPB is not an employer in this agreement. He has proposed that the JPB would become a party to the PLA, and in exchange, the JPB would get the benefit of putting provisions in the PLA to require contractors and the crafts to help the JPB meet its veterans, DBE, local hire and other Equal Employment Opportunity Commission participation and employment requirements under the contract. The JPB could also require them to engage in bargaining if they are not on target to meet the JPB's goals, and to designate a mediator to discuss ways to meet those goals.

KEY CALTRAIN PERFORMANCE STATISTICS – APRIL 2015

Chuck Harvey, Deputy CEO, said:

- Key Caltrain Performance Statistics April 2015 compared to April 2014
 - Monthly Performance Statistics:
 - Total Ridership was 1,556,949, an increase of 5.6 percent
 - Average Weekday Ridership was 58,371, an increase of 5.6 percent
 - Total Revenue was \$7,072,117, an increase of 7.9 percent
 - On-time Performance was 89.1 percent, an increase of 1 percent
- The Quint Street Bridge Replacement Project in San Francisco design work was completed and the bid was advertised in May. Construction will begin in the fall.
- Four San Mateo bridges will be raised. Crews are in the middle of completing the retaining walls and micro piling, which will allow the track structure to be raised up over several weekends. The first bridges will be installed in about six months.
- The JPB is replacing three roadway bridges in San Francisco at 22nd Street, 23rd Street, and Paul Avenue. Construction has started on 23rd Street, and work will be completed on that bridge before closing the next street.
- Staff is working with VTA on their light rail efficiency project to add tracks in the Mountain View area, which will add capacity on that line over to the Tasman area and Levi's Stadium.

AUTHORIZE ADOPTION OF THE FISCAL YEAR 2016 OPERATING BUDGET IN THE AMOUNT OF \$139,156,066

Gigi Harrington, Deputy CEO, said the operating budget is unchanged from last month. The budget assumes a fare increase in the middle of the year and assumes the same levels of service.

Director Gee asked if the definitions for every line item are the same across all transit properties. Ms. Harrington said no.

Director Gee said every agency has different line item and budget categories, so there are other transit properties/agencies that define things differently.

Public Comment

Roland Lebrun, San Jose, said Caltrain uses 50,000 gallons of fuel per train, so for 92 trains, that is 4.6 million gallons. Staff is estimating the cost of fuel at \$3.40 per gallon, but VTA estimates it at \$2.75 per gallon. JPB staff is overestimating fuel by 50 percent, or \$8 million that would later be spent on discretionary projects. He said administration costs for ACE is \$5.173 million, and Capitol Corridor is charging \$3 million plus \$1 million for advertising. This is versus the JPB's \$20 million. He said he came up with a proposal to add another 20 bullet trains to the service and he expects a minimum of \$45 million in farebox revenue.

Jim Bigelow, Redwood City/San Mateo County and Menlo Park Chambers of Commerce, complimented the Board on the way the budget is approached and the thoroughness for this year. He said it is good to see the capital budget is up to \$200 million, which means things are getting underway. The presentation on the EMU order and the outreach to make decisions are to be commended. He said he sees tons of bicycles from Redwood Shores. He said the JPB has to temper how many bikes onboard, and that walking the last mile could be an option.

Motion/Second: Yeager/Gee

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

Absent: Cisneros

AUTHORIZE ADOPTION OF THE FISCAL YEAR 2016 CAPITAL BUDGET IN THE AMOUNT OF \$200,792,150

Ms. Harrington said last month there was a shortfall in the proposed budget. Since last month, some adjustments were made that bring the budget in balance with partner contributions at \$15 million. Two projects have been added: funding to paint Bayshore Station and funding for the Grade Crossing Improvement Program. Three projects have been deferred: the public announcements system upgrade, the fuel and lube truck, and the closed circuit television improvements. Staff adjusted the cash flow for rolling stock and the CalMod Program. The budget is balanced.

Public Comment

Roland Lebrun, San Jose, asked the Board to defer this to next month because the CalMod Program has \$122 million from the Early Investment Program (EIP). He asked where the money is coming from. The Board should defer making a decision on this budget until it gets clarification from staff.

Motion/Second: Yeager/Woodward

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

Absent: Cisneros

AUTHORIZE ENTERING INTO A FUNDING AGREEMENT WITH CALTRANS FOR A TRANSPORTATION PLANNING GRANT IN THE AMOUNT OF \$134,123 FOR THE CALTRAIN BICYCLE PARKING MANAGEMENT PLAN

April Chan, Executive Officer, Planning and Development, said staff is asking the Board for the authority to enter into this agreement.

Public Comment

Shirley Johnson, SFBC, said she is recommending 16 percent of passengers park their bikes or use bike share, and then move to 20 percent as demand grows. It is an attainable goal because bike use is increasing, Caltrain parking lots are full, the shuttles are full and buses are full. If people ride their bikes to Caltrain stations it is good for everybody. She said staff should look at mode-share and how much each mode costs. She is supportive of wayside improvements.

Motion/Second: Nolan/Guilbault

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

Absent: Cisneros

AUTHORIZE AWARD OF CONTRACTS TO LTK ENGINEERING SERVICES FOR \$3,995,607 FOR SUBSYSTEM SUPPORT SERVICES AND KAREN ANTION CONSULTING FOR \$894,536 FOR PROJECT MANAGEMENT OVERSIGHT (PMO) FOR THE CBOSS PTC FOR A 15-MONTH TERM

Ms. Harrington said this is the owner's team for PTC. Staff did not do a competitive procurement because staff felt it was not wise to change the owner's team six to seven months away from revenue service demonstration. These contracts will get the JPB through revenue service, warranty and contract close out, and then the project will be turned over to the JPB.

Director Gee asked if original contracts were competitively procured. Ms. Harrington said yes.

Public Comment

Roland Lebrun, San Jose, asked why staff is extending the PMO contracts to the end of 2016 if it will be in revenue service at the end of 2015. He asked where the \$5 million is coming from. He said it isn't from the original budget because this project is already over budget.

Elizabeth Alexis, Californians Advocating Responsible Rail Design, said the previous contract was awarded to Karen Antion, Consultant, under the guise of an Information Technology, On-Call Consulting contract that was not advertised as a CBOSS contract. She said her organization will be filing ethics charges regarding filing of the Statement of Economic Interests, and will be filing charges under the Conflict of Interest because the previous contract was never for a CBOSS contract. This is a serial contract of mass proportion. She asked the Board to defer this item for one month so she can bring information to the Board. Protection of public money is paramount.

Motion/Second: Nolan/Woodward

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

Noes: Cohen

Absent: Cisneros

Director Kalra left at 11:51 a.m.

CALTRAIN SHORT-RANGE TRANSIT PLAN (SRTP) – DRAFT ELEMENTS PRESENTATION

Sebastian Petty, Senior Planner, presented:

- Context
 - Metropolitan Transportation Commission (MTC) requirement
 - Ten-year horizon (FY2015-2024)
 - Informs regional plans/programs
 - Key draft elements
 - Operations/maintenance
 - Capital Improvement Program (CIP) and funding
- Policy Framework
 - Caltrain Strategic Plan
 - MTC Transit Sustainability Plan
 - CalMod Program
 - Caltrain/CHSRA blended system
- Operating Plan Assumptions
 - 2016 – 2020
 - Longer diesel trains
 - More seats and bikes onboard
 - Reduced weekend service during electrification construction
 - 2021 – 2024
 - Mixed-fleet electrified service
 - Service expansion
- New Operations/Maintenance Costs
 - CBOSS PTC
 - Long-term service contract
 - Staff and contract operator support
 - Electrifications and EMUs
 - Electrification infrastructure
 - EMU fleet
 - Expanded service (train crew)
 - electricity
- Savings
 - Diesel fuel reduction of 61 percent of 5.5 million gallons
 - Diesel vehicle maintenance
 - Remaining fleet is 25 percent
 - Maintenance reduction of 59 percent
- Increased Revenues
 - Ridership
 - Fare increase of 7.5 percent every two years
- Operations and Maintenance Forecast
 - Projects a deficit between \$16 million in 2021 and \$12 million in 2024

- New Financing Consideration
 - Transportation Infrastructure Finance and Innovation Act loan if grant is not available
 - Pursuing these strategies could add to annual debt servicing costs
- Key Metrics
 - FY2015
 - Farebox recovery: 62.7 percent
 - Operating expense per passenger: \$5.66
 - Operating expense per vehicle service hour: \$561
 - JPB member subsidy per passenger: \$1.03
 - JPB member subsidy per vehicle service hour: \$102
 - FY2021
 - Farebox recovery: 65.2 percent
 - Operating expense per passenger: \$5.45
 - Operating expense per vehicle service hour: \$532
 - JPB member subsidy per passenger: \$0.80
 - JPB member subsidy per vehicle service hour: \$78.10
- CIP Categories
 - State of Good Repair: \$381 million (\$68 million unfunded)
 - Support and Contingency Program: \$24 million
 - Reliability and Enhancement Program: \$648 million (\$424 million unfunded)
 - CalMod Program
 - EIP: \$1.761 billion (funding plan being updated)
 - Phase II: Cost to be determined and funding plan to be developed
- Next Steps
 - Prepare and submit draft SRTP to MTC
 - Post on website
 - Finalize SRTP
 - Request JPB adoption
 - Submit final to MTC

Director Gee asked what the net maintenance result will be to maintain the electrical and overhead as the diesel infrastructure decreases. Mr. Petty said the absolute dollar value will increase as the JPB expands the size of the total system, but the cost per passenger or per service hour is going down.

Director Gee said an ongoing component of the plan should include public safety organizations across all three counties being trained to deal with electric vehicles.

Public Comment

Roland Lebrun, San Jose, a slide in this presentation shows 5.5 million gallons of fuel but other documents show fuel is 4.6 million. He asked why that number changed when it is not in the operating budget.

LEGISLATIVE UPDATE

Mr. Murphy provided the following update:

State

The deadline for bills to leave their house of origin is June 5, and the deadline for the Legislature to submit a budget to the governor is June 15. The May budget revision came out last month and the most notable changes were increased funds to the Cap and Trade Expenditure Plan. All transportation funding is doubling. The Assembly and Senate approved their respective plans and retained the recommendations for the transportation programs.

Federal

The 33rd extension of the surface transportation reauthorization programs lasts until the end of July, which is as long as it can go without requiring additional funding to pay for the programs beyond what the Highway Trust Fund supports today. The only realistic funding source to support a long-term program is increasing a gas tax, but there is no support in Congress for that.

CAPITAL PROJECTS QUARTERLY STATUS REPORT – 3RD QUARTER FISCAL YEAR 2015

Ms. Harrington said this is the status report through March.

Public Comment

Roland Lebrun, San Jose, said the CBOSS PTC Project is maxed out at \$231 million and the Board just approved another \$5 million. He asked where the money is coming from. The Owner's Cost is \$14 million over budget, yet the budget and schedule are in green, showing no issues.

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

None

GENERAL COUNSEL REPORT

Ms. Cassman said no action is needed, so she will provide a report to the Board in writing.

DATE/TIME/PLACE OF NEXT MEETING

The next meeting will be Thursday, July 2, 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 12:08 p.m.

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
MAY 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 May 2015 and supplemental information.

SIGNIFICANCE

Revenue: For May of Fiscal Year 2015, *Total Operating Revenue* (line 7) is \$2,411,985 or 3 percent **better** than budget. Within total operating revenue, *Farebox Revenue* (line 1) is \$3,058,299 or 4.2 percent **better** than budget. Compared to the prior year, *Total Operating Revenue* (line 7) is \$6,474,230 or 8.3 percent **higher**.

Expense: *Grand Total Expenses* (line 50) show a favorable variance of \$7,579,919 or 6.7 percent. The *Rail Operator Service* (line 23) is \$880,144 or 1.4 percent **better** than budget, and *Total Operating Expense* (line 36) is \$6,617,014 or 6.9 percent **better** than budget. *Total Administrative Expense* (line 46) is \$1,031,139 or 6.5 percent **better** than budget.

Compared to prior year, *Grand Total Expenses* (line 50) are \$1,184,500 or 1.1 percent **lower**.

BUDGET IMPACT

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

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

650.508.6259
650.508.7752

6/22/15 10:03 AM



BOARD OF DIRECTORS 2015

ADRIENNE TISSIER, CHAIR
PERRY WOODWARD
JOSÉ 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 MAY 31, 2015

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
-----		-----	-----	-----	-----
Local Agency Investment Fund (Restricted)	*	Liquid Cash	0.290%	\$ 2,000,000	\$ 2,000,000
Local Agency Investment Fund (Unrestricted)	*	Liquid Cash	0.290%	28,226,343	28,226,343
County Pool (Unrestricted)	**	Liquid Cash	0.685%	10,794,762	10,794,762
Other (Unrestricted)		Liquid Cash	0.000%	10,682,562	10,682,562
Other (Restricted)	***	Liquid Cash	0.200%	30,179,782	30,179,782
-----		-----	-----	-----	-----
				\$ 81,883,448	\$ 81,883,448

Accrued Earnings for MAY 2015 \$ 17,889.60

Cumulative Earnings FY2015 \$ 193,226.95

* 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 May 2015 the amortized cost of the Total County Pool was \$4,257,440,295.21 and the fair market value per San Mateo County Treasurer's Office was \$4,268,536,365.30.

*** 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: Joan Cassman Pat Glenn
Legal Counsel Legal Counsel

SUBJECT: **PROJECT LABOR AGREEMENT (PLA) FOR THE PENINSULA CORRIDOR
ELECTRIFICATION PROJECT (PCEP)**

ACTION

Legal Counsel and the Executive Director recommend the Board of Directors of the Peninsula Corridor Joint Powers Board (JPB) approve and delegate authority to the Executive Director to execute:

1. The PLA reached with the Building Trades Councils of the city and county of San Francisco, San Mateo County, and Santa Clara/ San Benito counties to govern the building and construction work to be performed under the design-build contract for the PCEP; and
2. The Memorandum of Understanding (MOU) with the International Brotherhood of Electrical Workers (IBEW) Union, Local 1245, to govern the overhead electrification systems work to be performed under the design-build contract for the PCEP.

SIGNIFICANCE

The PLA with the Building Trades Councils and the MOU with IBEW, Local 1245, together, ensure that (1) there will be sufficient skilled labor to perform the PCEP work, (2) there will be no work stoppages during PCEP construction, and (3) there will be labor peace, stability and a mechanism for resolving disputes between the design-build contractor(s) and the skilled crafts unions and the IBEW, Local 1245, whose members will perform the project work.

The PLA and MOU also provide a mechanism for all of the represented unions to resolve disputes between themselves over work assignments and work jurisdiction, including binding dispute resolution processes that prohibit work stoppages or other types of job actions.

Finally, the PLA and the MOU contain provisions that require the unions to cooperate and work with the JPB and the design-build contractor to meet the JPB's goals for the participation of disadvantaged businesses, and the participation and employment of

veterans, women, minorities, and other disadvantaged individuals, including through local programs that may be applicable such as the city and county of San Francisco's First Source Hiring Program.

BUDGET IMPACT

There is no budget impact at this time.

BACKGROUND

Since the beginning of the year, San Mateo County Transit District's human resources director and legal counsel have been engaged in negotiations for a PLA with the Building Trades Councils representing building trade unions in the three counties where the subject work will occur. In April, the JPB's negotiators learned that IBEW, Local 1245, which represents the overhead electrical workers whose specialized skills are needed for much of the work to complete the PCEP, is not a member of the Building Trades Councils.

Accordingly, it was determined that the JPB also needed to negotiate a separate MOU with the IBEW, Local 1245, for certain electrification work required for the PCEP. Moreover, because two separate agreements were required to cover all of the workers and skilled crafts involved in the PCEP, the Building Trades Council and IBEW, Local 1245, also needed to negotiate their own agreement to manage division of work between their members, and to establish a mechanism for resolving potential disputes that may arise regarding what labor groups will perform what work during PCEP construction.

The JPB's negotiators have now reached tentative agreements with the Building Trades Councils and with the IBEW, Local 1245. The Building Trades Councils and Local 1245 also have addressed to our satisfaction the planned division of work and how they will resolve disputes that may arise between them during PCEP construction.

The proposed PLA and the MOU provide comprehensive contractual coverage to assure the skilled labor necessary to implement the electrification project and establish the terms of the craft unions' working conditions, wages and dispute resolution mechanisms for the PCEP. The building trades unions, through their respective County Building Trades Councils, will provide skilled craft labor to perform all on-site construction work up to the anchor bolts, including the setting of prefabricated buildings and cabinets, the operation of cranes of fifty-ton or greater capacity, and all work in tunnels except the suspension of catenary lines. Outside line electricians represented by IBEW, Local 1245, will perform all overhead electrification systems work and the installation of outside electrical equipment above the anchor bolts.

Prepared By: Joan Cassman, Legal Counsel

RESOLUTION NO. 2015 –

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

*** * ***

**AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN A PROJECT LABOR AGREEMENT (PLA)
WITH LOCAL BUILDING TRADES COUNCILS AND A MEMORANDUM OF UNDERSTANDING
(MOU) WITH INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS (IBEW),
LOCAL 1245, FOR SITE PREPARATION AND CONSTRUCTION OF THE
PENINSULA CORRIDOR ELECTRIFICATION PROJECT (PCEP)**

WHEREAS, on February 5, 2015, pursuant to Resolution No. 2015-08, the Peninsula Corridor Joint Powers Board (JPB) authorized issuance of a Request for Proposals to select a design-build contractor for the PCEP; and

WHEREAS, the JPB desires to enter into a PLA with the Building Trades Councils of the city and county of San Francisco, San Mateo County, and Santa Clara/San Benito counties, and an MOU with the IBEW Union, Local 1245, which together represent all skilled craft laborers needed for completion of the PCEP site preparation and construction work, to ensure that (1) there will be sufficient skilled labor to perform the PCEP work, (2) there will be no work stoppages during PCEP site preparation and construction, and (3) there will be labor peace, stability and a mechanism for resolving disputes between the design-build contractors and the skilled crafts unions who will perform the project work; and

WHEREAS, the JPB has been engaged in ongoing negotiations with the Building Trades Councils for the city and county of San Francisco, San Mateo County, and Santa Clara/San Benito counties, and with IBEW, Local 1245, to establish the terms of the working conditions, wages and dispute resolution mechanisms for the PCEP; and

WHEREAS, the JPB has reached tentative agreements with the Building Trades Councils and IBEW, Local 1245, on the terms of the proposed PLA and MOU, respectively; and

WHEREAS, the Building Trades Councils and IBEW, Local 1245, have reached their own agreement to govern division of work, as well as how they will resolve disputes that may arise between them during PCEP construction related to jurisdiction and division of work; and

WHEREAS, the parties have agreed that the building trades unions, through their respective County Building Trades Councils, will provide skilled craft labor to perform all on-site construction work up to the anchor bolts, including the setting of prefabricated buildings and cabinets, the operation of cranes of 50-ton or greater capacity, and all work in tunnels except the suspension of catenary lines, while the outside line electricians represented by IBEW, Local 1245, will perform all overhead electrification systems work and the installation of outside electrical equipment above the anchor bolts; and

WHEREAS, legal counsel and the Executive Director request and recommend that the Executive Director, or his designee, be granted authority to execute the PLA and MOU for the PCEP as described above.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the JPB authorizes the Executive Director, or his designee, to execute the PLA with the Building Trades Councils for the city and county of San Francisco, San Mateo County, and Santa Clara/San Benito counties, to govern the working conditions, wages and dispute resolution mechanisms for the PCEP site preparation and construction work to be performed by members of their member skilled-craft labor unions.

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director, or his designee, to execute the MOU with IBEW, Local 1245, to govern the working conditions, wages and dispute resolution mechanisms for the PCEP site work to be performed by outside line electricians.

Regularly passed and adopted this 2nd day of July, 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: Marian Lee
Executive Officer, Caltrain Modernization Program

SUBJECT: **ELECTRIC MULTIPLE UNIT REQUEST FOR PROPOSALS**

ACTION

Staff Coordinating Council recommends the Board authorize the issuance of a Request for Proposals (RFP) for bi-level Electric Multiple Units (EMU) for the Peninsula Corridor Electrification Project (PCEP) and, in so doing, agrees to the following steps and commitments:

1. Staff will obtain option prices for vehicles with two different door designs:
 - a) A vehicle with two sets of doors, in which the higher doors would be sealed and seats would be placed adjacent to those doors until such time as the needs of and plans for the High Speed Rail/Blended System are further defined and future evaluation of the interior of the EMUs, as it relates to the deployment of the previously sealed doors, is warranted ; and
 - b) A vehicle with a single set of low-level doors.

In the event that the vehicle with two sets of doors proves to be more expensive, a contract award based upon this option will depend on the ability and willingness of the California High-Speed Rail Authority (CHSRA) to pay for the additional costs required to procure the double door vehicles.

2. EMUs will be designed to enhance the safety and comfort of standing passengers.
3. EMUs will maintain an onboard ratio of nine seats for every one bike space. To complement onboard bike storage, there will be a parallel effort to modernize wayside bike facilities to be accomplished through significant investment including funding, staff time and station space, to establish modern bike facilities and amenities.
4. One Americans with Disabilities Act (ADA) bathroom will be provided for each six car EMU train. During the vehicle design phase options for replacing ADA bathrooms with seats and/or standee space may be considered if warranted.

SIGNIFICANCE

Typically, Caltrain project RFPs are not brought to the Board and action is sought only at the time of contract award. Because of the unique nature and magnitude of the PCEP and the critical issues to be addressed at this stage, staff is taking the extraordinary step of seeking Board authorization to release the EMU RFP. Releasing the RFP is a critical milestone in maintaining the projected revenue service date of 2020.

The final RFP procurement process is anticipated to be completed over an approximate six-month period. Staff expects to seek Board approval of a contract award in the winter of 2015/2016.

In addressing the design considerations related to this EMU RFP, it is important to maintain the perspective that the PCEP will provide more frequent, reliable and improved service resulting in an increase in overall capacity for seats, standee space and onboard bikes.

BUDGET IMPACT

None at this time.

BACKGROUND

In May 2014, Caltrain staff issued a Request for Information (RFI) to rail vehicle manufacturers. The industry confirmed that: (a) bi-level vehicles maximize capacity; (b) there are available vehicle options that will save cost and time; (c) such vehicles can meet applicable regulations; (d) that vehicles can be made and delivered to meet the 2020 revenue service target date; and (e) the common floor threshold is approximately 25 inches above top of rail.

Based on requests from stakeholders, Caltrain and CHSRA staff worked from December 2014 to May 2015 to explore vehicle options for Caltrain that would support shared platforms with CHSRA trains in the future. To assess different vehicle modification options, Caltrain and CHSRA staff conducted technical workshops and informal meetings with vehicle manufacturers. Caltrain also conducted an operational assessment of the vehicle options.

In June 2015, based on feedback from the Board, vehicle makers, funding partners and stakeholders, a draft RFP was issued to vehicle manufacturers to confirm information gathered from earlier informal meetings about Option A. The draft RFP also sought more information about space per train for seats, standees, bikes and ADA-compliant bathrooms.

Key elements of the RFP that warrant the Board's consideration include:

1. Design vehicles with two sets of doors or one set of doors. After six months of technical review and input from various stakeholders, including public comments during the Board Workshop on May 20, 2015, the option with two sets of doors was determined to be the best solution for not precluding rail vehicles that would be compatible with CHSRA platforms at approximately 50 inches above top of rail. A final policy decision requires an understanding of the cost difference in

obtaining vehicles with two sets of doors and funding commitment from the CHSRA. Prior to and in conjunction with contract award, a determination will be made whether the cars will have two sets of doors or one set of doors.

2. More comfortable standee space. As Caltrain's ridership continues to increase, there will continue to be customers in the peak period that stand during their time onboard. In order to improve a customer's standing experience, it is important to design areas on the vehicle to support standees in a safe and comfortable way.
3. Maintain an onboard ratio of nine seats for every one bike space and modernize wayside bike facilities. Using a ratio of nine to one will increase overall system seat and bike spaces onboard while accommodating a range of commuter needs and maximizing ridership.

In addition, but separate from the PCEP, it is important to modernize the wayside bicycle infrastructure at stations to accommodate bike access to the system. Caltrain has secured a \$134,000 grant to develop a system-wide bike parking management plan. Additional capital funding will be needed to make significant improvements to wayside bike facilities. For example, \$3 million could potentially double wayside bike parking for the Caltrain system in three counties.

4. Design vehicles with one bathroom onboard per EMU six-car train. While one ADA-compliant bathroom takes up the space of 8 seats or 16 standees, based on public concern, one bathroom will be assumed for each EMU six-car train. This would be most beneficially during unexpected situations/emergencies.

In addition, but separately from the PCEP, providing additional bathrooms at stations will be considered through collaboration with interested local jurisdictions.

The PCEP will increase overall capacity for seats, standee space, and onboard bikes. The project will increase service by adding another train per direction, per peak hour. Additionally, EMUs can accelerate and decelerate more quickly than diesel-powered trains, allowing Caltrain to run more efficiently and enable more frequent and/or faster train service to more riders.

Prepared By: Casey Fromson, Government Affairs Officer
Project Manager: Dave Couch, Delivery Director

650.508.6493
650.508.7790

RESOLUTION NO. 2015 –

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

**AUTHORIZING ISSUANCE OF THE REQUEST FOR PROPOSALS FOR
ELECTRIC MULTIPLE UNITS AND RELATED ACTIONS**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) has taken a series of actions to begin the process of electrifying the Caltrain right of way and modernizing Caltrain service, including adoption of Resolution No. 2015-08 in January 2015 to authorize issuance of a Request for Proposals (RFP) from design-build contractors to design and implement the Peninsula Corridor Electrification Project (PCEP); and

WHEREAS, electrification also requires the purchase of new electric train cars called Electrical Multiple Units (EMU) to supplement and replace approximately 75 percent of the Caltrain's current diesel-powered fleet, which need to be retired; and

WHEREAS, in May 2014, Caltrain staff issued a Request for Information (RFI) to rail vehicle manufacturers, resulting in the submission of valuable information from several manufacturers; and

WHEREAS, over the past year, Caltrain staff has undertaken significant outreach to discuss EMU design needs and options with a range of stakeholders including the funding partners, technical staff from the California High-Speed Rail Authority (CHRSA), Santa Clara Valley Transportation Authority and the San Francisco Municipal Transportation Agency and the public; and

WHEREAS, the JPB Board of Directors engaged with staff at a Board Workshop on May 20, 2015 to obtain information gathered through the RFI process and stakeholder consultations, and to discuss key decision points related to the eventual design of the

EMUs, such as whether to include onboard bathrooms, whether to accommodate boarding at various platform heights to better accommodate the shared vision of the JPB and the CHSRA to operate a blended system in which both agencies' trains run on Caltrain's electrified right of way, and the ratio of seats to onboard bike storage; and

WHEREAS, in order to meet the targeted 2020 electrified revenue service, the EMU RFP needs to be issued in July 2015 with an anticipated contract award by the Board scheduled for the winter of 2015/2016; and

WHEREAS, in light of the numerous policy implications involved, the Executive Director and the Caltrain Modernization team, with the support of the Staff Coordinating Council, recommend authorization from the Board to issue the RFP for purchase of EMUs with direction regarding certain key elements as set forth below.

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the issuance of the RFP for purchase of a new EMU train-car fleet; and

BE IT FURTHER RESOLVED, that the Board directs and approves the following policy direction for the RFP process:

1. Staff will obtain option prices for vehicles with two different door designs:
 - (A) a vehicle with two sets of doors, in which the higher doors would be sealed and seats would be placed adjacent to those doors until such time as the High-Speed Rail/Blended System is further defined and future evaluation of the interior of the EMUs, as it relates to the deployment of the previously sealed doors is warranted; and
 - (B) a vehicle with a single set of low-level doors;
2. EMUs will be designed to enhance the safety and comfort of standing

passengers;

3. EMUs will maintain an onboard ratio of nine seats for every one bike space;
4. EMUs will include one Americans with Disabilities Act restroom per six-car EMU train; and

BE IT FURTHER RESOLVED, that staff will undertake an associated effort to explore installation of additional restroom facilities at stations; and

BE IT FURTHER RESOLVED, that, to complement onboard bike storage, staff will undertake a parallel effort to modernize wayside bike facilities.

Regularly passed and adopted this 2nd day of July, 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 ENTER INTO AN AGREEMENT WITH THE CALIFORNIA
HIGH-SPEED RAIL AUTHORITY (CHSRA) FOR REIMBURSEMENT OF PENINSULA
CORRIDOR JOINT POWERS BOARD (JPB) COSTS FOR BLENDED-SYSTEM STUDY
WORK**

ACTION

The Staff Coordinating Council recommends the Board authorize the Executive Director, or his designee, to enter into an agreement with the CHSRA to provide the JPB with up to \$1 million in reimbursements for blended-system study work.

SIGNIFICANCE

The CHSRA is responsible for the planning, design, construction and operation of a high-speed rail (HSR) system between the Los Angeles basin and the San Francisco Bay Area. In the Bay Area, both the JPB and CHSRA anticipate future shared use of the JPB's peninsula rail corridor to accommodate both Caltrain commuter rail and HSR services in a blended system. To ensure the soon-to-be electrified Caltrain corridor is compatible with this blended service, the CHSRA has agreed to reimburse the JPB up to \$1 million for the JPB to conduct technical studies, review memoranda and attend CHSRA and other third-party meetings. All work will be directly related to electrification of the Caltrain corridor and future blended-system operations.

BUDGET IMPACT

There is no budget impact associated with this item. The \$1 million is included in the recently-adopted Fiscal Year 2016 Capital Budget.

BACKGROUND

The blended system was previously defined as part of the nine-party memorandum of understanding, signed in March 2013, which also provides the funding framework for the Peninsula Corridor Electrification Project, a prerequisite of blended-system operations. The blended system consists primarily of a two-track system located substantially within the existing JPB-owned rail corridor to be shared by JPB and CHSRA trains, as well as other passenger and freight services.

RESOLUTION NO. 2015 –

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

* * *

**AUTHORIZATION TO ENTER INTO AN AGREEMENT WITH THE
CALIFORNIA HIGH-SPEED RAIL AUTHORITY (CHSRA) FOR REIMBURSEMENT OF
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
COSTS FOR BLENDED-SYSTEM STUDY WORK**

WHEREAS, the CHSRA is the State agency responsible for the planning, design, construction and operation of a State-wide high-speed rail (HSR) system; and

WHEREAS, CHSRA and the JPB share a common vision of HSR and Caltrain trains operating on shared tracks as a blended system along the soon-to-be electrified Caltrain commuter rail corridor; and

WHEREAS, CHSRA and the JPB desire the JPB to prepare technical studies, review memoranda and participate in meetings relating to the Peninsula Corridor Electrification Project (PCEP) to ensure the PCEP will support future HSR service and blended-system operations; and

WHEREAS, CHSRA agrees to reimburse the JPB up to \$1 million for JPB costs for blended-system studies and related work requested by the CHSRA; and

WHEREAS, the JPB agrees to carry-out services required for completion of its blended-system studies and related work.

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

1. Authorizes the Executive Director, or his designee, to execute and file an agreement with the CHSRA for the CHSRA to provide up to \$1 million in

reimbursement funding for the JPB's blended-system studies and related work;
and

2. Authorizes the Executive Director, or his designee, to file any other required documentation and to take any other actions necessary for obtaining the subject funding from the CHSRA.

Regularly passed and adopted this 2nd day of July, 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: C.H. (Chuck) Harvey
Deputy CEO

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

In May 2015, Caltrain's average weekday ridership (AWR) was 61,054, which is an increase of 3,884 or 6.8 percent over May 2014 AWR of 57,170. The total number of passengers who rode Caltrain in May 2015 was 1,601,890, which is 4.6 percent more than in May 2014. Fare revenue growth remained strong at 9.2 percent.

On-time performance (OTP) for May 2015 was 89.7 percent, which is lower than the 92 percent OTP for May 2014. When trains arriving within 10 minutes of the scheduled arrival time are included, May 2015 OTP rises to 96.3 percent. In fact, 70 percent of all delayed trains arrived at the final destination within 10 minutes of the scheduled time. Many of those delays can be attributed to large groups, special event ridership, and the dramatic increase in ridership over the last few years. Overall in May 2015, there were 1,184 mechanical minutes of delay compared with 1,434 mechanical minutes of delay in May 2014. There were two days that operated with 100 percent of the trains on time and one day that operated with 95 percent or better OTP.

There was one fatality in May 2015. On Sunday, May 17, Train 802 struck a trespasser at the Atherton Station at approximately 12:46 p.m. Five trains were delayed and two trains were terminated as a result. Additionally beginning on Monday, May 11, Caltrain started running all available Bombardier trainsets (four out of the five) as six-car consists to help address capacity issues. The remaining out-of-service trainset should return to operation by the end of June. No adverse effects to the schedule have been reported at this time.

Looking at customer service statistics, there were 8.2 complaints per 100,000 passengers in May 2015. This is lower than both the 10 complaints in May 2014 and the 9.3 complaints from the previous month in April 2015.

Shuttle ridership for May 2015 is down 8.6 percent from May 2014. When comparing the same shuttle routes as last year and the Marguerite shuttles are removed, overall shuttle ridership decreased 9.7 percent over May 2014. For the station shuttles, the Millbrae-Broadway shuttle averaged 244 daily riders. The Belmont-Hillsdale shuttle averaged 81 daily riders. The weekend Tamien-San Jose shuttle averaged 74 riders per day.

Caltrain Promotions – May 2015

Giants – The Giants are off to another great start, and tens of thousands of fans are getting to AT&T Park on Caltrain. The service was promoted through a dedicated web page, home page button, social media and a brochure. The Giants provided Caltrain with a photo of starting pitcher and *Sports Illustrated* Sportsman of the Year Madison Bumgarner to use on the cover of its baseball brochure. Caltrain carried 127,585 additional customers for the 17 home games in May, a 5 percent increase compared to last season.

Belmont Chamber of Commerce – Caltrain partnered with SamTrans in running an ad in the Belmont Chamber of Commerce's map. The ad shows both services with the headline, "Keeping Belmont on the Move." The map includes a couple of bonus photographs of the services.

Kenny Chesney concert – Levi's® Stadium hosted its first concert: Kenny Chesney and Jason Aldean. Using Caltrain to get to the concert was promoted with messages on station electronic signs, website, social media and a news release. Caltrain carried an additional 848 customers.

Bay to Breakers – Caltrain continues to be a popular way for runners and spectators to get to the Bay to Breakers footrace in San Francisco. Staff promoted the special service to the race through Pandora ads, station flyer, *Caltrain Connection* newsletter, *Track the Fun* brochure, web button and dedicated landing page, onboard take one, station electronic sign, news release, social media, through the Bay to Breakers organization's e-newsletter and website. Caltrain let customers pre-purchase race-day tickets at station ticket machines due to the volume of customers that use the service. Marketing staff also worked with Santa Clara University and Stanford University personnel to let students know about the service and the restriction on open alcoholic beverages. College students make up a good portion of the riders. Station ambassadors were on hand at the two most-popular stations – San Jose and Palo Alto – to assist customers and provide crowd control. Four pre-race trains carried 4,709 customers, and 2,152 customers rode the three post-race special trains.

San Jose Earthquakes – The San Jose Earthquakes left their new stadium to play a game at Levi's® Stadium. Service to the game was promoted with messages on station electronic signs, website, social media and a news release. Caltrain carried an additional 763 customers.

Partnership – Caltrain Market Research & Development staff works with a number of event organizers to co-promote events that could generate train ridership and also provide added value for current Caltrain customers. In May, Caltrain partnered with the Maker Faire in San Mateo. The popular event promoted Caltrain as a way to get to the event center, located adjacent to the Hillsdale station. Events are promoted in the *Track the Fun* brochure, *Caltrain Connection* newsletter, through social media and news releases. The promoters also include Caltrain in their promotional materials and often will offer a discount on the entry fee to Caltrain customers.

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

Table A

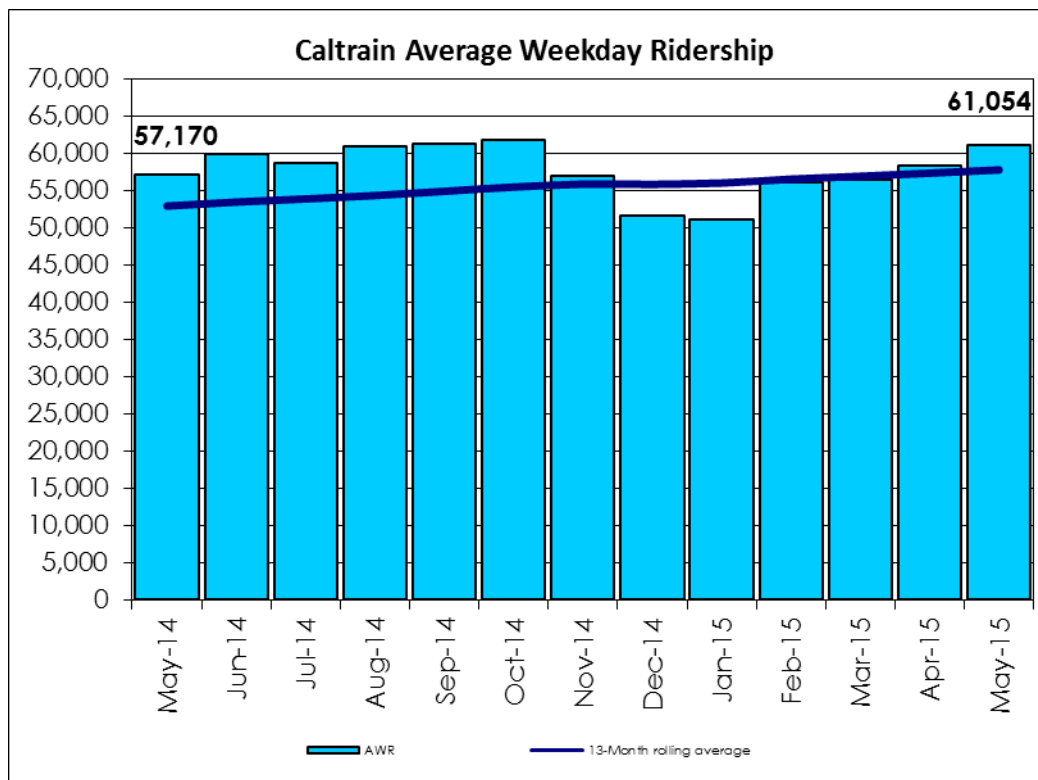
May 2015

	FY2014	FY2015	% Change
Total Ridership	1,530,956	1,601,890	4.6%
Average Weekday Ridership	57,170	61,054	6.8%
Total Farebox Revenue	\$6,783,163	\$7,407,516	9.2%
On-time Performance	92.0%	89.7%	-2.5%
Average Caltrain Shuttle Ridership	9,204	8,408	-8.6%

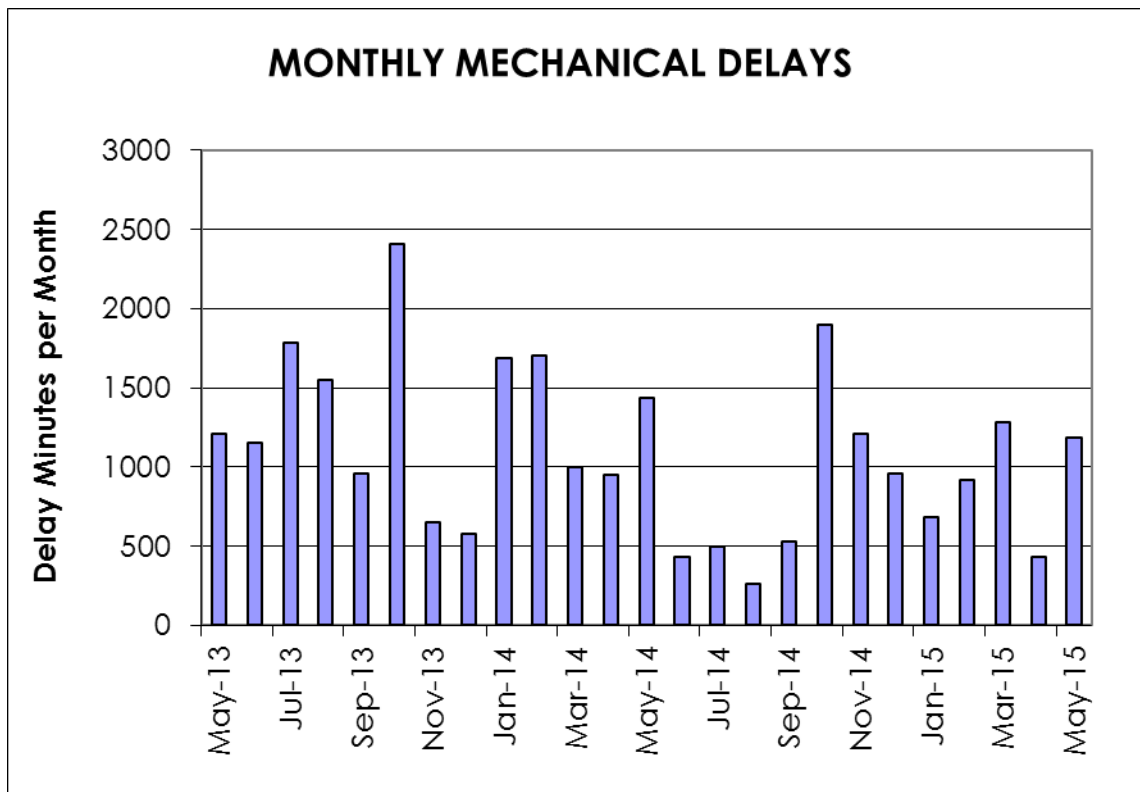
Year to Date

	FY2014	FY2015	% Change
Total Ridership	15,462,248	16,857,994	9.0%
Average Weekday Ridership	52,880	57,904	9.5%
Total Farebox Revenue	\$67,836,475	\$76,080,929	12.2%
On-time Performance	92.3%	90.7%	-1.7%
Average Caltrain Shuttle Ridership	8,238	8,514	3.4%

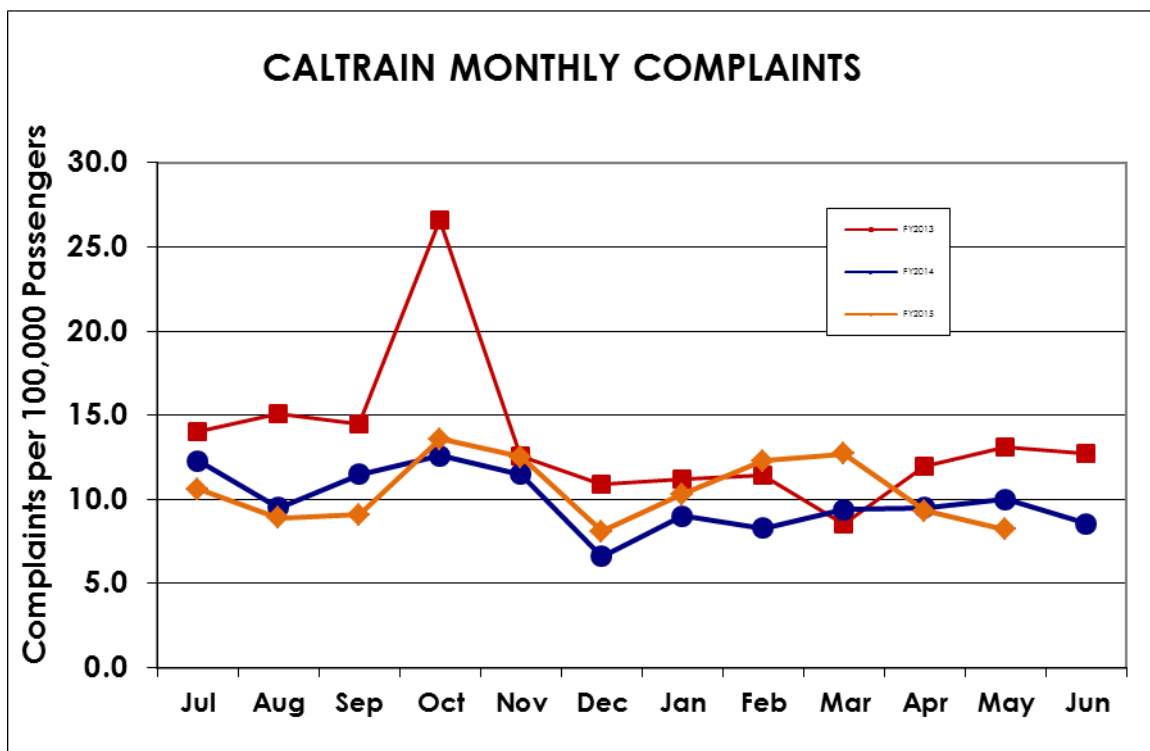
Graph A



Graph B



Graph C



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

State Budget

Governor Brown and Senate and Assembly leaders announced a \$115.4 billion budget agreement that slightly increases funding for childcare and higher education and makes California the first State in the nation to offer Medicaid to children who are in the country illegally.

Governor Brown also announced that he is calling two special sessions to fix how California funds roads, highways and other infrastructure and the State's core health program – Medi-Cal.

The governor's transportation special session will focus on developing a new funding source for maintenance and repairs of the State's transportation infrastructure.

The use of Cap-and-Trade revenues will also be debated. While Governor Brown has chosen to use very conservative estimates in building a spending plan for the revenue, which includes a \$500 million reserve, the Legislature prefers a larger revenue estimate with no reserve. As of now 60 percent of the revenue will be automatically appropriated to support high-speed rail, low-carbon transit operations, transit and intercity rail build-out, and affordable housing pursuant to a budget agreement reached last year that continuously appropriated this portion of the revenue.

FEDERAL ISSUES

Appropriations

Following approval of a Fiscal Year (FY) 2016 Transportation Housing and Urban

Development appropriations bill on June 9, the Senate THUD Appropriations Subcommittee passed its version of the bill. Compared to the House bill, the Senate version slightly reduces overall Federal Transit Administration (FTA) funding, but increases funding for the FTA Core Capacity Program from \$40 million to \$70 million and the TIGER Program from \$100 million to \$500 million. The Senate version also includes \$50 million for Positive Train Control (PTC) implementation.

Authorization

On June 18, Senators Roger Wicker (R-MS) and Cory Booker (D-NJ) introduced the "Railroad Reform, Enhancement, and Efficiency Act." This bill would authorize Amtrak funding for four years at an average of \$1.65 billion per year, starting with \$1.45 billion authorized in FY2016 and increasing to \$1.9 billion in FY2019. The bill also authorizes an additional \$570 million in grant funding that would be available for a variety of purposes including PTC implementation, grade crossing improvements, congestion mitigation and relocation of rail lines. The bill also prioritizes loan applications for implementation of PTC, requires speed limit and grade crossing action plans and encourages confidential close call reporting programs. Lastly, the bill would increase the accessibility of the Railroad Rehabilitation and Improvement Financing (RRIF) Program.

The House Ways and Means Committee and the Senate Finance Committee both held hearings on the ongoing revenue challenges facing the Highway Trust fund. Some of the proposals discussed included general fund transfers, raising the gas tax, repatriation, tolling, and a Vehicle Miles Traveled fee, but no consensus position emerged.

On June 23, Senators Jim Inhofe (R-OK), Barbara Boxer (D-CA), David Vitter (R-LA) and Tom Carper (D-DE) introduced the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act, which would authorize surface transportation programs from FY2016 – FY2021.

Rail Safety

Congress remains focused on rail safety following the recent derailment in Philadelphia. The House Subcommittee on Railroads, Pipelines and Hazardous Materials will be holding a hearing titled "The State of Positive Train Control Implementation in the United States" on Wednesday, June 24.

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

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 6/22/2015

Bill ID/Topic	Location	Summary	Position
AB 2 Alejo D Community revitalization authority.	S. T. & H. 6/16/2015-Read second time and amended. Re-referred to Com. on T. & H.	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. ed. Last Amended on 6/16/2015	
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: scoping plan.	S. APPR. 6/17/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (June 17). Re-referred to Com. on APPR. <i>6/29/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPRS, LARA, Chair</i>	Would require the State Air Resources Board in preparing its scoping plan to consult with specified state agencies regarding matters involving energy efficiency and the facilitation of the electrification of the transportation sector. This bill contains other related provisions and other existing laws. Last Amended on 5/5/2015	
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 6/22/2015

Bill ID/Topic	Location	Summary	Position
AB 33 Quirk D California Global Warming Solutions Act of 2006: Energy Integration Advisory Council.	S. E. U., & C. 6/18/2015-Referred to Coms. on E., U., & C. and E.Q. 6/30/2015 9:30 a.m. - Room 3191 SENATE ENERGY, UTILITIES AND COMMUNICATIONS, HUESO, Chair	Would establish the Energy Integration Advisory Council in state government and would require the council to develop recommendations for inclusion in the scoping plan prepared by the State Air Resources Board, including, among others, an analysis of the various strategies necessary for the energy grid to integrate specified annual procurement targets as part of the California Renewables Portfolio Standard Program. Last Amended on 6/1/2015	
AB 61 Allen, Travis R Shuttle services: loading and unloading of passengers.	A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 4/21/2015)	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. The bill would state that it is the intent of the Legislature to not replace public transit services. Last Amended on 4/20/2015	
AB 156 Perea D California Global Warming Solutions Act of 2006: disadvantaged communities.	S. E.Q. 6/18/2015-Referred to Com. on E.Q. 7/1/2015 9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, WIECKOWSKI, Chair	Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities. This bill contains other related provisions. Last Amended on 6/1/2015	
AB 194 Frazier D High-occupancy toll lanes.	S. T. & H. 6/18/2015-Referred to Com. on T. & H.	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. 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 6/1/2015	

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 6/22/2015

Bill ID/Topic	Location	Summary	Position
AB 227 Alejo D Transportation funding.	A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61 (a) (2). (Last location was BUDGET. on 4/16/2015)	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.	S. JUD. 6/17/2015-In committee: Set, second hearing. Hearing canceled at the request of author. 6/23/2015 Anticipated Hearing SENATE JUD. Not in daily file.	Would, until December 31, 2020, provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under specified circumstances. Last Amended on 6/11/2015	Oppose
AB 326 Frazier D Public works: prevailing wage rates: wage and penalty assessments.	A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61 (a) (3). (Last location was L. & E. on 4/22/2015)	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. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61 (a) (3). (Last location was PRINT on 2/18/2015)	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
AB 464 Mullin D Transactions and use taxes: maximum combined rate.	S. THIRD READING 6/17/2015-Read second time and amended. Ordered to third reading. 6/22/2015 #51 SENATE ASSEMBLY BILLS-THIRD READING FILE	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 6/17/2015	Support

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 6/22/2015

Bill ID/Topic	Location	Summary	Position
AB 471 Harper R Employment.	A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61 (a)(3). (Last location was PRINT on 2/23/2015)	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.	S. T. & H. 6/18/2015-Referred to Coms. on T. & H. and PUB. S. 7/7/2015 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, BEALL, Chair	Would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. This bill contains other related provisions and other existing laws. Last Amended on 6/1/2015	
AB 528 Baker R San Francisco Bay Area Rapid Transit District: strikes: prohibition.	A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61 (a)(3). (Last location was P.E.,R. & S.S. on 4/9/2015)	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.	
AB 828 Low D Vehicles: transportation network companies.	S. T. & H. 6/15/2015-In committee: Hearing postponed by committee. 6/30/2015 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, BEALL, 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	

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 6/22/2015

Bill ID/Topic	Location	Summary	Position
AB 857 Perea D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	S. T. & H. 6/16/2015-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H. 6/30/2015 1:30 p.m. - John L. Burton Hearing Room (4203) 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 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 allocated for technology development, demonstration, pre-commercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated 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 6/16/2015	
AB 869 Cooper D Public transportation agencies: fare evasion and prohibited conduct.	S. APPR. 6/18/2015-Read second time and amended. Re-referred to Com. on APPR. 6/29/2015 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPRS, LARA, Chair	Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing. This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to those criminal penalties. Last Amended on 6/18/2015	
AB 877 Chu D Transportation.	A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/6/2015)	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. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/19/2015)	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 6/22/2015

Bill ID/Topic	Location	Summary	Position
AB 1171 Linder R Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.	S. APPR. 6/19/2015-Read second time and amended. Re-referred to Com. on APPR.	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: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. Last Amended on 6/19/2015	
AB 1360 Ting D Charter-party carriers of passengers: individual fare exemption.	S. T. & H. 6/15/2015-In committee: Hearing postponed by committee. 6/30/2015 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, BEALL, Chair	Would exempt from specified provisions relating to the Passenger Charter-Party Carriers' Act a rideshare program operated by a transportation network company that prearranges a ride among multiple passengers who share the ride in whole or in part, provided that the vehicle seats no more than 7 passengers, not including the driver, is operated by a participating driver, as defined, is not used to provide public transit services or carry passengers over a fixed route, and is not used to provide pupil transportation services or public paratransit services, and the fare for each passenger is less than the fare that would be charged to a single passenger traveling alone. Last Amended on 5/13/2015	Support
ACA 4 Frazier D Local government transportation projects: special taxes: voter approval.	A. REV. & TAX 4/28/2015-From committee: Be adopted, and re-refer to Com. on REV. & TAX. Re-referred. (Ayes 10. Noes 5.) (April 27). Re-referred to Com. on REV. & TAX. 6/29/2015 1:30 p.m. - State Capitol, Room 126 ASSEMBLY REVENUE AND TAXATION, TING, 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

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 6/22/2015

Bill ID/Topic	Location	Summary	Position
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.	<p>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.</p> <p>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.</p>	
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. (Ayes 2. Noes 5. Page 648.) Reconsideration granted.	<p>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.</p> <p>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.</p>	
SB 9 Beall D Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.	A. NAT. RES. 6/15/2015-Referred to Coms. on NAT. RES. and TRANS.	<p>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.</p> <p>This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives, including reducing emissions of greenhouse gases, expanding and improving transit services to increase ridership, and improving transit safety. Last Amended on 6/2/2015</p>	
SB 32 Pavley D California Global Warming Solutions Act of 2006: emissions limit.	A. NAT. RES. 6/15/2015-Referred to Com. on NAT. RES.	<p>Would require the State Air Resources Board to approve statewide greenhouse gas emissions limits that are the equivalent to 40% below the 1990 level to be achieved by 2030 and 80% below the 1990 level to be achieved by 2050, as specified.</p> <p>The bill would authorize the state board to adopt an interim greenhouse gas emissions level target to be achieved by 2040.</p> <p>The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria.</p> <p>The bill would make conforming changes. Last Amended on 6/1/2015</p>	Support

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 6/22/2015

Bill ID/Topic	Location	Summary	Position
SB 64 Liu D California Transportation Plan.	A. TRANS. 6/4/2015-Referred to Com. on TRANS. 6/22/2015 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, 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 action -oriented and pragmatic recommendations for 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. Last Amended on 5/6/2015	
SB 122 Jackson D California Environmental Quality Act: record of proceedings.	A. NAT. RES. 6/11/2015-Referred to Com. on NAT. RES.	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 6/1/2015	
SB 207 Wieckowski D California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.	A. NAT. RES. 5/14/2015-Referred to Com. on NAT. RES.	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.	A. TRANS. 6/15/2015-Referred to Coms. on TRANS. and NAT. RES.	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 6/2/2015	
SB 321 Beall D Motor vehicle fuel taxes: rates: adjustments.	A. REV. & TAX 6/15/2015-Referred to Com. on REV. & TAX.	Would, for the 2015-16 fiscal year and each fiscal year thereafter, require the State Board of Equalization, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the excise tax rate on motor vehicle fuel in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year . This bill contains other related provisions and other existing laws. Last Amended on 5/27/2015	

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 6/22/2015

Bill ID/Topic	Location	Summary	Position
SB 348 Galgiani D California Environmental Quality Act: exemption: railroad crossings.	A. NAT. RES. 5/22/2015-Referred to Com. on NAT. RES. 6/22/2015 1:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, WILLIAMS, 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	
SB 358 Jackson D Conditions of employment: gender wage differential.	A. L. & E. 6/11/2015-Referred to Com. on L. & E. 6/24/2015 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LABOR AND EMPLOYMENT ROGER HERNÁNDEZ, Chair	Current law makes it a misdemeanor for an employer or other person acting either individually or as an officer, agent, or employee of another person to pay or cause to be paid to any employee a wage less than the rate paid to an employee of the opposite sex as required by specified provisions, or who reduces the wages of any employee in order to comply with these provisions. This bill would revise that prohibition to eliminate the requirement that the wage differential be within the same establishment, and instead would prohibit an employer from paying any of its employees at wage rates less than those paid to employees of the opposite sex for substantially similar work, when viewed as a composite of skill, effort, and responsibility, as specified. Last Amended on 5/12/2015	
SB 391 Huff R Assault and battery: transit employees.	S. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 4/21/2015)	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 400 Lara D California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.	A. NAT. RES. 6/18/2015-Referred to Coms. on NAT. RES. and TRANS.	Would require the High-Speed Rail Authority to allocate not less than 25% of the moneys continuously appropriated to the authority from the Greenhouse Gas Reduction Fund to projects that either reduce or offset greenhouse gas emissions directly associated with the construction of the high-speed rail project and provide a co-benefit of improving air quality. The bill would require priority to be given within this expenditure category to measures and projects that are located in communities in areas designated as extreme nonattainment. The bill would expand the purposes of a continuous appropriation, thereby making an appropriation. Last Amended on 6/1/2015	Watch Closely

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 6/22/2015

Bill ID/Topic	Location	Summary	Position
SB 413 Wieckowski D Public transit: prohibited conduct.	A. TRANS. 6/17/2015-June 22 hearing postponed by committee.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	Support
SB 461 Hernandez D State Highway Route 164: relinquishment.	A. TRANS. 6/18/2015-Referred to Com. on TRANS.	<p>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.</p> <p>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</p>	
SB 491 Committee on Transportation and Housing Transportation: omnibus bill.	A. TRANS. 6/15/2015-June 22 hearing postponed by committee.	<p>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.</p> <p>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</p>	
SB 508 Beall D Transportation funds: transit operators: pedestrian safety.	A. TRANS. 5/28/2015-Referred to Com. on TRANS.	<p>Would delete the requirement for transit operators to maintain higher fare-box requirements based on the 1978-79 fiscal year.</p> <p>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 fuel, insurance, and claims settlement cost increases beyond the change in the Consumer Price Index .</p> <p>The bill would also exempt startup costs for new transit services for up to 2 years. Last Amended on 5/12/2015</p>	

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 6/22/2015

Bill ID/Topic	Location	Summary	Position
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.	A. L. & E. 6/18/2015-Referred to Com. on L. & E. 6/24/2015 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LABOR AND EMPLOYMENT, ROGER HERNÁNDEZ, Chair	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 revise references to a day care facility to instead refer to a child care provider. Last Amended on 6/2/2015	
SB 599 Mendoza D Employment: public transit service contracts.	A. L. & E. 6/18/2015-Referred to Com. on L. & E. 6/24/2015 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LABOR AND EMPLOYMENT, ROGER HERNÁNDEZ, Chair	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. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/19/2015)	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.	

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 6/22/2015

Bill ID/Topic	Location	Summary	Position
SB 767 De León D Los Angeles County Metropolitan Transportation Authority: transactions and use tax.	A. L. GOV. 6/18/2015-Referred to Coms. on L. GOV. and TRANS. 7/1/2015 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, MAIENSCHIN, Chair	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. Last Amended on 6/1/2015	