

Peninsula Corridor Joint Powers Board (JPB) Citizens Advisory Committee (CAC)
San Mateo County Transit District Administrative Building
1250 San Carlos Avenue, San Carlos CA 94070

MINUTES OF MAY 18, 2011

MEMBERS PRESENT: P. Bendix, F. Granade, J. Hronowski, B. Jenkins (Chair),
S. Richardson, B. Wilfley

MEMBERS ABSENT: G. Graham, M. Tekchandani, C. Tucker

STAFF PRESENT: T. Bartholomew, M. Bouchard, E. Goode, R. Lake

Chair Bruce Jenkins called the meeting to order at 5:43 p.m. Paul Bendix led the Pledge of Allegiance.

Approval of Minutes

A motion (Hronowski/Bendix) to approve the minutes of April 20, 2011 was passed.

Public Comment

Doug DeLong, Mountain View, said there are scrap tires, debris boxes, etc. along Caltrain property between tunnels two and three near Army and Jerrold streets.

Jeff Carter, Burlingame, said he would like to see point-to-point ticket pricing. People say High Speed Rail could go to Livermore with a transfer on BART to San Francisco.

Andy Chow, Redwood City, said running express trains is successful.

Presentation: Preliminary Fiscal Year (FY) 2012 Caltrain Operating Budget

Manager of Budgets Eva Goode presented details of the preliminary budget:

- At its April 7 meeting, the JPB discussed service cuts to a 76-train schedule or less. The Board requested staff find funding for the \$3.5 million budget gap to retain the current 86-train schedule. Fares and parking fees would need to be increased to balance the budget.
- Staff presented the current 86-train schedule proposal at the May 5 JPB meeting with the only requirement that there may be minor adjustments in weekend and evening times to enable construction.
- The total revenue is projected to be \$99.3 million for the 86-train schedule with \$49.7 million coming from fare revenue and \$25.3 million from JPB member agencies.
- The total expenses are projected to be \$102.8 million. Major projected expenses are \$58.8 million for the rail operator service contract, \$13.9 for fuel and \$9.9 million for administrative costs.
- Projected revenue to close the budget gap of \$30.2 million include fare and parking increases, preventative maintenance funding, FY2011 savings, fund swaps with member agencies and right of way repayment, which left a \$3.5 million deficit. There is a preliminary proposal to get this funding from the Metropolitan Transportation Commission (MTC).
- The preliminary projected FY2012 budget includes revenues of \$99.3 million, expenses of \$102.8 million expenses and \$3.5 million requested funding from MTC.

- Member contributions include \$10.6 million from SamTrans made up of \$4.9 million from the San Mateo County Transportation Authority (TA), a \$2 million repayment from the Santa Clara Valley Transportation Authority (VTA) for the Caltrain right of way, and a \$3.7 million swap of capital funds for operating funds.
- Member contributions include \$4.5 million for San Francisco and \$10.6 million for Santa Clara.
- The preliminary budget will be up for approval at the June 2 JPB meeting with implementation of fare and parking increases scheduled for July 1, 2011. Discussions will continue for a FY2013 balanced Operating Budget. Staff, member agencies and stakeholders will continue work on finding a dedicated, permanent funding source.

Sepi Richardson said the Santa Clara County member contribution seems low compared to the other partner agencies. Ms. Goode said this is based on the number of people that board trains in the morning and this is being reviewed with MTC.

Mr. Bendix asked what the most important items are in the swap of capital to operating funds. Ms. Goode said SamTrans has funds it receives from the State to match sales tax funds for capital projects and these will be swapped to the Transportation Authority to effectively allow these funds to be used for a match to the capital program. The VTA would contribute more on the operating side instead of the capital side because the capital side is funded one-third by each member agency.

John Hronowski asked when funding from MTC will be available. Ms. Goode said staff is projecting the funds will be coming and details are being finalized.

Brian Wilfley asked if the JPB could approve the budget without knowing if MTC funds are coming. Director, Rail Transportation Michelle Bouchard said budgets have been approved contingent on certain fare or parking increases. She didn't think the preliminary budget would have been presented if there wasn't the near certainty on the delivery of funds. Ms. Bouchard said there is a big push to identify funding for FY2012 but also identifying the package of funding for two years; MTC is involved with that process.

Public Comment

Doug DeLong, Mountain View, said Caltrain needs to close the budget gap with about a 60 percent improvement in farebox recovery relevant to expenses. This could be divided into three pots: fare increases and point-to-point fares with a low income discount to replace the senior discount category and he asked JPB Director Adrienne Tissier to take this concept to the MTC; secondly to increase ridership by 20 percent; and lastly by improvement in crew and equipment utilization.

Jeff Carter, Burlingame, said the current schedule will keep revenues coming in and may be enhanced with more ridership with extra weekend service. He said use of Dumbarton Rail funds should be explored. He asked if there are any changes planned in the new operating plan and hopes fares will remain stable.

Ms. Richardson asked what is included in the category of "other income." Ms. Goode said the majority is savings from prior years that are rolled into FY2012.

Presentation: Preliminary Fiscal Year 2012 Caltrain Capital Budget

Ms. Goode presented details of the preliminary budget.

- Budget goals include investing in the system to maintain a state of good repair and rehabilitation/replacement of components to ensure fleet availability; complete the Positive Train Control (PTC) Development Plan; continue system safety improvements and work to coordinate planning and design efforts for a high-speed rail system along the Caltrain corridor with the California High-Speed Rail Authority (CHSRA).
- Total FY2012 budget funds are \$64.6 million. State of Good Repair (SOGR) items make up 64 percent of the total and legal mandates for PTC are 28 percent of the budget.
- Project highlights include:
 - a) SOGR: Stations-\$9.4 million; Los Gatos Creek Bridge Replacement-\$21.2 million; necessary track and structures rehabilitation-\$7 million; replacement of bridges at 22nd and 23rd streets-\$14.8 million; South Terminal Improvement Program- Phases I and II: addition of 4th track from the Central Equipment Maintenance and Operations Facility (CEMOF) to San Jose, and 3rd track from San Jose north of Highway 280- \$67.8 million.
 - b) SOGR-Rolling stock-\$10.7 million.
 - c) PTC legal mandate -\$219 million.
 - d) Enhancements for cameras on cab cars and locomotives-\$1.5 million.
 - e) Peninsula Rail Program interface with HSR-\$1.7 million.
- FY2012 funding source include Federal grants-\$39.6 million, State and regional grants-\$9.5 million, "Other"-\$2.8 million and JPB member agency contributions requested of \$12.7 million.
- Staff will continue to work with JPB member agencies on their contributions and bring a recommendation for the final budget to the JPB at its June 2 meeting.

Ms. Richardson asked if the governor's May revise impacted the HSR funding. Ms. Goode said the JPB requests these funds from the CHSRA.

Mr. Hronowski asked if the 22nd and 23rd street bridges are owned by the JPB. Ms. Goode replied yes. Funds are being programmed now and construction should be completed by the end of 2013.

Francois Granade said he didn't hear about electrification in the presentation. He said reliability of rolling stock is an issue and may affect ridership. Ms. Goode said electrification funds are not included because there are sufficient funds from prior years to do the current work. She said there is a SOGR program and this type of funding for maintenance has been deferred in prior years and does impact reliability.

Ms. Bouchard said it's only the last couple of years the JPB has had budgets to maintain the SOGR for rolling stock that are this high. Staff had done a good job of identifying the requirement to extend the life of rolling stock until such time it could be replaced. This must be coordinated with electrification and Caltrain must be able to purchase the right type of rolling stock.

Mr. Wilfley said the mandate for PTC is almost 90 percent paid for by Federal Railroad Administration funds. He asked what will happen in the out years with an estimated cost of \$220 million? Ms. Goode said Caltrain is hoping to get it funded with Federal funds.

Chair Jenkins asked about a third or fourth track from CEMOF to San Jose Diridon Station because tracks one and two are there now. Ms. Bouchard said the official designations are two and three and then the one track, which is the Union Pacific (UP) main track. The capital program describes a fourth track north from San Jose Diridon station to CEMOF and a third track south of the station.

Chairperson's Report – Bruce Jenkins

No report

Staff Report

Ms. Bouchard reported:

- Expressed sadness with the passing of JPB Director Omar Ahmad. He was one of the biggest proponents for fiscally responsible funding of transit.
- It's disappointing to see a board room packed with several hundred of people when the 48- or 76-train schedule was on the table and Caltrain was focused on securing a dedicated funding source and now to see only a handful of people at the last JPB meeting. Staff is working hard with the Silicon Valley Leadership Group who put together a series of town hall meetings and a meeting in San Francisco had two attendees, which is not the type of effort that will get any type of a tax measure passed.
- Performance Statistics:
 - a. Average weekday ridership for April increased 7 percent over April 2010 and peak periods are packed.
 - b. There are increases in all ridership groups including persons needing assistance and bicyclists. Caltrain's bike capacity project is almost completed. Bike car conversion was to be completed in September, seven are completed to-date and staff expects the project to be completed in June. This will complete a Gallery car fleet, which is consistently and fully equipped with two bike cars, and equivalent to 80 capacity slots. Bike bumps are decreasing, which will help with peak summer ridership.
 - c. April fare revenue increased 19.6 percent over April 2010. There may be some reporting issues with Clipper transition. One-way and day pass tickets can now be purchased at ticket vending machines. Total revenue for the year is up 13 percent over 2010.
 - d. On-time performance dipped below 90 percent for the first time in many years to 89 percent and was exacerbated by a couple of fatalities. Staff is examining mechanical and small maintenance issues that may be affecting on-time performance.
- Caltrain is operating three special southbound trains for Giants service and ridership is higher than anticipated. Crews will monitor service to see if a third Friday train may be scheduled on a regular basis.
- There were four northbound specials for Bay to Breakers service plus an extra train in the Redwood City siding. There was a breakdown but passengers were transferred to the extra train to get to the race. One of the four special trains was a 10-car train, which carried about 2,000 riders. Ridership decreased about 17 percent with about 5,200 to 5,300 passengers.
- Weekend Baby Bullet service is growing and serving as one of the northbound Giants specials.
- Fare and service changes will be implemented on July 1, 2011.
- Weekend schedule times will not need to be shifted to accommodate the San Bruno and Jerrold Street bridge construction.

- Twenty-three applications were received for JPB CAC recruitment: seven from San Francisco County, eleven from San Mateo County and five from Santa Clara County. Applications have been forwarded to the respective JPB members in each county who will decide on the selection process to recommend an applicant for appointment at the June JPB meeting.

Mr. Wilfley said Giants service illustrates how Caltrain becomes a utility that doesn't bear much thinking about because it just goes from here to there – if you want to go to a Giants game, you take a train.

Mr. Bendix said he was on a train that was delayed because someone was wandering inside the tunnel. He asked if this is a rare occurrence. Ms. Bouchard said it is rare and there are some challenges with homeless encampments at the opening of tunnels, which are policed regularly.

Public Comment

Assistant District Secretary Rosemary Lake read a statement requested to be put into the public record from JPB CAC applicant Michael Drury. Mr. Drury lives in Aptos California, car pools to Mountain View and takes Caltrain to San Francisco and has been a regular commuter for about a year. Ms. Lake read his statement. “When I have last minute changes in my schedule that prevent my attendance, if I were to become a member, it would be desirable to access an audio stream of meetings, possibly recorded over the Internet. This is so commonplace elsewhere that it seems strange not to offer it for Caltrain meetings. Please consider adding this capability to your website, which is achievable at minor costs for such a huge benefit. Secondly, the CAC bylaws currently prevent non-residents of the three counties from holding CAC positions. I live in Santa Cruz County and rely on Caltrain to reduce the number of vehicle miles that I travel on freeways for commute purposes. I believe that my circumstances are quite common and so my constituency is an unrepresented demographic of the committee. The bylaws currently state CAC members should reflect the demographics of Caltrain riders. Please consider addressing this omission, perhaps by expanding the committee to include at least one member at-large. Thank you.”

Andy Chow, Redwood City, said public attendance at JPB meetings is down but it is important that the public know this is not the end of the situation. Caltrain will be in the same situation over and over until it finds a dedicated source of funding and the public needs to be reminded of this.

Doug DeLong, Mountain View, said bike bumping might be a result of no additional storage availability at Warm Planet and the lack of storage at the 22nd Street station. He asked if the previous ticket area space at the 4th and King station could be retrofitted for bike storage. He heard it would only take about one-twentieth of a cent sales tax to take care of Caltrain funding needs, but this doesn't poll very well. Previous Caltrain funding streams were always part of a larger package and a standalone funding measure is impractical politically and a regional measure might be more practical.

Jeff Carter, Burlingame, said riders must have appreciated the 10-car Bay to Breakers train. The early race time and lack of service for the Santa Clara station may have affected ridership. He said people wanted increased bike capacity and they do appreciate the increases. Some people say cyclists should pay for their bike on the train but Caltrain doesn't need to provide and maintain expensive parking for cyclists or provide expensive shuttle service for them.

Committee Comments

Mr. Bendix asked how riders could let Caltrain know they would like weekend Baby Bullet service in Menlo Park. Ms. Bouchard suggested they contact customer service and speak at the JPB or CAC meetings.

Mr. Bendix said he doesn't think the public likes the terminology, dedicated funding source. He asked if CAC members could share any thoughts at the next meeting on good phraseology.

Chair Jenkins said the JPB has no legislative direction or authorization to seek outside funding.

Mr. Bendix said the BART Board can request funding from the Legislature. Ms. Bouchard said BART's enabling legislation did allow them to levy a sales tax and they are funded by a tax measure.

Ms. Bouchard said the issue of branding was brought up at the last meeting and explaining these concepts about electrification and no dedicated funding in a way that is palatable, saleable and understandable. She talked to the Executive Officer of Public Affairs Mark Simon who will come and talk to the CAC in the next couple of months about the strategy of his group.

Chair Jenkins asked how a 10-car train is handled at the platform and in San Francisco. Ms. Bouchard said there were few stops, the back five cars were loaded in San Jose and frontloaded in Palo Alto and center platforms can handle 10-car trains.

Mr. Granade said it is great that Caltrain didn't have to cut the number of trains and the price increase isn't negligible for everybody. He asked if per station pricing may be a future possibility and if there could be a solution for people who can't afford increased pricing. Ms. Bouchard said the focus is not looking at the fare structure but staff is doing work with MTC to look at some aspects of the fare structure. A fare study was done in the past and took 13 multiple distant zones down to six zones and turned it into something that was simpler. BART's closed system provides for a measure of fare enforcement. Caltrain struggles with its ability to fare enforce with a point-to-point system with spot checking. She said it would be relevant to take a look at everything related to fares including discounts for certain rider groups. It would be difficult to look at fare discounts with the current financial situation.

Date, Time, and Location of Next Meeting:

Wednesday, June 15, 2011, 5:40 p.m., San Mateo County Transit District Administrative Building, 2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

The meeting was adjourned at 6:51 p.m. in honor of Omar Ahmad, Mayor of San Carlos and Caltrain Board member.