



**JPB CITIZENS ADVISORY COMMITTEE
AT&T Park, SF Giant's Executive Offices
3rd & Berry Streets, 2nd Floor, Porthole Room
San Francisco, CA 94107**

MINUTES – JANUARY 16, 2008

Committee Members Present: P. Bendix, G. Graham, B. Jenkins (Chair),
M. Kiesling, S. Richardson

Committee Members Absent: J. Hronowski, J. Shukis, B. Wilfley

Staff Present: M. Bouchard, R. Lake, M. Lee-Skowronek, P. Reavey

Chair Bruce Jenkins called the meeting to order at 6:13 p.m.

Approval of Minutes

The minutes of December 19, 2007 will be approved at the February 20, 2008 meeting.
[The action to approve the minutes was invalid due to a lack of quorum. The item will be placed on the next committee agenda for approval.]

Presentation – Short Range Transit Plan (SRTP)

Marian Lee-Skowronek, Director, Planning and Development, reported the following:

- Caltrain submits a mini-SRTP every three years. This year the full report is due to the Metropolitan Transportation Commission (MTC).
- Key elements include vision/goals Caltrain Strategic Plan (2004) and Caltrain 2025 (2006), trends/performance, operations plan/budget and capital improvement program.
- The Caltrain Operating Plan addresses service levels, ridership, revenue and operating costs.
- The Caltrain operating budget indicates a structural deficit projected FY2009-FY2014 and excess funds projected FY2015-FY2017.
- Caltrain shuttle service anticipates an increased ridership of 5 percent/year, increased operating costs from \$1.3M (FY2007) to \$2.1M (FY2017) with costs being shared by shuttle sponsors, Bay Area Air Quality Management District (BAAQMD) and the Joint Powers Board.
- The Capital Improvement Program budget is \$1.8B from FY2008-FY2017. The major components of the program are to maintain a state of good repair and electrification of Caltrain. Solutions developed for anticipated funding shortfall include additional federal, state and local grants and innovative financing to possibly include public-private partnerships.
- The SRTP is scheduled to be approved at the February 7, 2008 JPB meeting.

Sepi Richardson arrived at 6:24 p.m. Quorum established.

Comments/Questions

Chair Jenkins asked what is involved with public-private partnership funding. Ms. Lee-Skowronek said this is more common strategy in Europe. It can be as simple as doing transit oriented development with a private developer and using some of the funding to build a garage or may involve agencies that sell off infrastructure such as a station to a private investor and share ridership revenue. There are pros/cons to this funding strategy.

Gerald Graham asked if Caltrain could sell depreciation. Deputy Director, Rail Transportation Michelle Bouchard said this is no longer a valid option. Director of Finance Trish Reavey said newer tax laws are trying to eliminate this option with additional restrictions on availability of options.

Mr. Graham asked if Caltrain could issue sales tax anticipation notes or revenue anticipation bonds. Ms. Bouchard said other transit agencies have sales tax-dedicated funding sources that can be used to leverage for large capital projects. Caltrain needs a dedicated funding source to open up leverage opportunities. She said Caltrain bonded on fare revenue to purchase eight railcars, which is a unique transaction to guarantee a bond.

Michael Kiesling asked if CAC members could receive a copy of the SRTP. Ms. Lee-Skowronek said members would receive an electronic copy this week.

Public Comment

Jeff Carter, Burlingame, said Caltrain needs to push for a dedicated funding source. He said Caltrain needs to increase service and provide more parking at train stations. Mr. Carter said he would like to see more objectivity to explain increased ridership in the SRTP.

Doug DeLong, Mountain View, said, in reference to the Strategic Plan, that plans for 110 trains is aiming low and 150 to 200 sounds more reasonable.

Chair Jenkins said he attended the San Joaquin Valley Rail Committee meeting last Thursday. The Division of Rail Report predicted that with current funding and the shortfall in rolling stock, California's system of trains will be at standing capacity within a few years.

Staff Report

Ms. Bouchard reported the following:

1. December average weekday ridership is up 6.2 percent and revenue is up 14.8 percent. On time performance is below the optimal 95 percent. Fall arrival of new bombardier cars will assist in boarding time and help to improve on time performance.
2. Special service was provided for an additional 350 riders for the Emerald Bowl.
3. Giant's ridership is expected to increase because of the loss of 3,000 parking spaces near AT&T Park.
4. The 98 train schedule will be implemented on March 3, 2008.
5. New pilot program for shuttle service between the Hillsdale and Belmont stations will begin on March 3, 2008.

6. A presentation is planned for the CAC to outline capital programs to be pursued in order to increase capacity with the challenges of signal system capacity and rolling stock.
7. An Amtrak strike is planned for January 30. President Bush appointed a Presidential Emergency Board to address issues between Amtrak and various unions.

Committee Comments

Mr. Graham said he notices BART riders at the San Bruno station transferring to SFO.

Mr. Kiesling said he attended a Senate hearing in Oakland last week and Rail Transformation Chief Bob Doty gave a presentation on Caltrain 2025. He said it would be good to see High Speed Rail come to this area and if High Speed Rail comes here, it would also generate money.

Date/Time/Place of Next Meeting

Wednesday, February 20, 2008 at 6:00 p.m., 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070.

Adjournment

The meeting was adjourned at 6:58 p.m.