



AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

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

October 2, 2008 – 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 one minute
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 September 4, 2008
 - b) Acceptance of the Statement of Revenue and Expenses, June 2008 - Unaudited
 - c) Acceptance of the Statement of Revenue and Expenses, August 2008
5. Chairperson's Report
6. MTC Liaison Report (Sue Lempert)
7. Report of the Citizens Advisory Committee
8. Report of the Executive Director
 - a) Caltrain Performance Report – August 2008
 - b) Electrification Update
9. Approval to Amend Caltrain Codified Tariff: Fare Increase; Add Eight-Ride Ticket; Language Changes Including the Addition of TransLink® RESOLUTION
10. Adoption of the Caltrain Bicycle Access and Parking Plan RESOLUTION
11. Correspondence
12. Board Member Requests

13. General Counsel Proposal

14. Date/Time of Next Meeting

Thursday, November 6, 2008, 10 a.m. at San Mateo County Transit District Administrative Building,
Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

15. 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 JPB Website at www.caltrain.com.

Location, Date and Time of Regular Meetings

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Ave., San Carlos, which is located one block west of the San Carlos Caltrain Station on El Camino Real. The building is also accessible by SamTrans bus Routes: 260, 295, 390, 391, and KX.

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 6 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 one minute 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.

Draft

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

**Minutes
September 4, 2008**

MEMBERS PRESENT: J. Cisneros, S. Elsbernd, N. Ford, J. Hartnett (Chair), J. Hill, D. Gage, A. Lloyd, F. Williams, K. Yeager

MEMBERS ABSENT: None

MTC LIAISON: S. Lempert

STAFF PRESENT: M. Bouchard, G. Cameron, J. Cassman, C. Cavitt, B. Doty, V. Harrington, C. Harvey, R. Haskin, R. Lake, M. Martinez, I. McAvoy, N. McKenna, D. Miller, M. Scanlon, M. Simon

Chair Jim Hartnett called the meeting to order at 9:32 a.m. and Vice-Chair Don Gage led the Pledge of Allegiance.

PUBLIC COMMENT

Pat Giorni, Burlingame, said in reference to the Fiscal Year 2009 Caltrain Capital Budget, under the right-of-way and signals communications program, it is noted “complete the design efforts and begin construction for the San Mateo bridge replacement program”. Ms. Giorni asked at the JPB CAC meeting if the price tag of \$46 million included the roadway work needed underneath these bridge replacements so the height clearances would no longer be sub-standard if that is not part of the replacement project then it is only half a project and the City of San Mateo is being short-changed especially if that roadbed, despite the existing grade separation with those bridges is indeed part of the Caltrain right-of-way. Staff was supposed to respond back to Ms. Giorni and she is still awaiting a response.

Jerry Hill arrived at 9:34 a.m.

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said the California High Speed Rail Authority (CHSRA) met yesterday in San Diego and awarded a contract to HNTB for the project level, engineering, and Environmental Impact Report (EIR) work from San Francisco to San Jose on the Caltrain Corridor.

Shirley Johnson, representing the Bikes on Board project of the San Francisco Bicycle Coalition (SFBC), said that at last month’s JPB meeting a draft plan was provided for bicycle carriage on Caltrain. Ms. Johnson submitted a petition signed by 1,000 bicyclists for increased bike capacity on Caltrain. The SFBC is recommending adoption of Caltrain’s draft Bicycle Access and Parking Plan by the JPB, but only on the condition that no public funds, grants or other monies

are sought or allocated for implementation before and until bicycle capacity on Caltrain has been increased to meet current demand.

CONSENT CALENDAR

The Board approved the items under the Consent Calendar as follows:

- a) Approval of Minutes of August 7, 2008
- b) Acceptance of the Statement of Revenue and Expenses, July 2008

CHAIRPERSON'S REPORT

No report.

MTC LIAISON REPORT

Sue Lempert was not in attendance at this point in the meeting.

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)

Bruce Jenkins, CAC Chair, reported at the August 20 meeting:

- Don Esse, Operations Financial Analyst, gave a presentation on the proposed Caltrain fare increase and codified tariff.
- Todd McIntyre, Manager of Special Projects, gave a presentation on the Measure A Strategic Plan and the CAC provided some input on Caltrain, shuttles and accessibility.
- April Chan, Director of Capital Programs, gave a presentation on the updated FY09 JPB Capital Budget.
- Michelle Bouchard, Deputy Director Rail Transportation, gave an update on the record July ridership and revenue; bolster repair, and the delivery of the new Bombardier cars.
- Director Art Lloyd and Mr. Jenkins attended the San Joaquin Valley Rail Committee meeting where there was a discussion of adding a quiet car. The CAC discussed this idea with Ms. Bouchard because they have received several complaints about cell phone chatter.
- Next meeting is September 17 at the Santa Clara Police station.

Public Comment

Pat Giorni, Burlingame, said she attended the JPB CAC meeting and the Measure A Strategic Plan identifies \$75 million for bicycle programs. She asked the funding for the Bicycle and Access Parking Plan not be drawn from this amount of money.

CALTRAIN ELECTRIFICATION/2015

Michael Scanlon, Executive Director, said Ian McAvoy, Chief Development Officer, will give an update on electrification. The genesis of this was Director Ken Yeager's request to get a continuous update on the electrification. Mr. Scanlon commended Director Yeager for his article on electrification in his recent constituent newsletter. Bob Doty, Rail Transformation Chief, will focus on the 2015 Program. These presentations address critical strategic capital investments necessary to sustain service and ensure the future of the railroad.

Mr. McAvoy gave an updated status report with emphasis on scope, schedule and budget.

- Scope includes the traction power supply, overhead contact system and the systems and infrastructure modifications.

- To date, the draft environmental document has been completed, the design of the project has reached the 35 percent benchmark, there has been a comprehensive analysis of issues and an updated cost estimate and schedule have been completed.
- Current activities include coordination with power suppliers, pending California Public Utilities Commission (CPUC) regulatory approval, ongoing technical studies, coordination with other planned Caltrain infrastructure projects and coordinating with Union Pacific Railroad.
- In the last report to the Board on electrification, the cost estimate was \$471 million; escalate that number to April 2008, which was the 35 percent design timeframe, the amount is \$530 million; with 35 percent design complete the number is \$608 million.
- Project the \$608 million to year-of-expenditure, which is a year midway between 2010 and 2014 and the cost estimate is \$785 million.
- Governmental issues are: reaffirming the partner commitment; completion of the environmental clearance; funding commitments from member agencies and identification of state and federal funds; cash flow availability; potential opposition to construction and real estate requirements.
- Technical issues include financial market conditions; commodity pricing (steel, copper, cement, fuel); utility relocations; system integration; availability of railroad access; lay down and storage areas; availability of skilled labor; and potential integration between high speed rail and electrification.

Director Nat Ford arrived at 9:52 a.m.

- Procurement issues include market conditions, i.e. responsive bidders; currency exchange since this is a global marketplace; project implementation and methodology, i.e. traditional design-bid-build, design-build, public/private partnership or other options.
- Project schedule includes the submittal of the revised administrative document to the Federal Transit Administration (FTA) this month and anticipated approval from the FTA in January 2009; programmatic funding commitment issues resolved by the end of the year; cash flow commitment for design by end of the year.

MTC Liaison Sue Lempert arrived at 9:55 a.m.

- If staff decides to go with design-bid-build, the goal is completed final design by the middle of 2010, awarding the construction contracts by early 2011 and integrated testing and commissioning by the beginning of 2014, with an operational ready system by early 2015.
- Next steps in the program include the award a management contract in December; finalize policy direction, which includes developing an expenditure plan strategy, funding strategies, procurement/delivery strategies, and finally the timing strategies.
- Staff intends to meet every single key milestone between now and the handover to operations. The cost of delay is significant in year-of-expenditure dollars, however, as high as \$6 million a month.

Bob Doty, Rail Transformation Chief, reported on Caltrain 2015:

- Phase One included the four track overtaking and grade crossings. This allowed growth in the service schedule.
- From Phase One, a number of lessons were learned:
 - There is a direct correlation between the average run time and passenger ridership. The only way to improve the runtime on this railroad is to reduce the number of stops. Passengers like the Baby Bullet service.
 - People who could drive a car are being pulled to the train.
- The system soon will reach the limit of its capacity.
- Passengers want more stops and reduced runtime.
- There is a definite rider preference for the new Bombardier rail cars.
- The decision being made today is being driven by a fleet replacement program that will have to be done.
- Passengers want greater ease of access at stations, which includes more information that tells where trains are, which helps access but also helps management of parking lots, how people board, fare equipment, messaging, public address system.
- The growth in service also provides opportunities for economic development.
- Today's priorities include improving system performance with certain requirements – we must maintain express service and look for a solution that allows trains to stop more frequently, no less than 30 minutes at every station, with a maximum end-to-end travel time of 70 minutes. Today people wait for express trains train because of the shorter run time, which crowds those trains and leaves the other trains with a less evenly distributed load. A maximum end-to-end run of 70 minutes means the system is transparent to the passenger.
- The kind of new transit technology being discussed here is in use throughout the world, except for the United States. There are two choices when looking at the electrified system. The first is the U.S.-compliant locomotive which is standard equipment, but the problem is performance decreases as its length increases. The least expensive way to add capacity is to add train length.
- International equipment was explored and the preferable option is Electric Multiple Units (EMU), which have power to each axle and can decelerate and accelerate faster. The train can stop more often because it takes less time to do so. Its ease of use includes the fact that it is modular -- if something fails the module is pulled out, replaced and the train goes back into service. Today, if a train fails, the train is lost.
- With a 21-station stop schedule: a diesel locomotive will take one hour and 21 minutes to go end-to-end; with an electric locomotive, one hour and 14 minutes; with an EMU one hour and 10 minutes.
- The European equipment deploys crash energy management and we have been discussing with the Federal Railroad Administration (FRA) that this presents a safer option than the U.S. model. In extensive discussions with the FRA, we have been developing a model that might allow the use of this equipment, including: precluding freight from revenue daytime, providing grade crossing protection at an enhanced level and providing a system of train-to-train separation and train-to-train protection, and railway worker safety protection. Staff is going back to the FRA for their fifth trip on October 1. Staff will be taking back a complete body of work on grade crossings. Caltrain has some of the safest

grade crossings in the United States already. Designing a signal system overlay that sits above the primary safety system that is out there now.

- Closing in on a 90 percent chance that the FRA will allow this to be done on the Caltrain railway. Now is the time to change an industry. Caltrain is getting recognition across the United States on what we are doing.
- Year of expenditures for the 2015 program of new signal systems and other improvements cost is \$231 million; rolling stock replacement is \$422 million, but looking at the matching number of 80 percent.
- By 2015 we could have an electrified railroad signaled to 12 trains per hour; grade crossings are three times safer or better; able to run mixed traffic on the railroad; and have the highest achievable safety rating.
- Caltrain is setting the technology requirements for HSR by what is being done today.
- This can boost the economy as there are no cars built in the United States.
- Phase 3 requirements include additional rolling stock, a maintenance facility because the new Centralized Equipment Maintenance and Operations Facility (CEMOF) will be too small, improve the terminals to get above eight trains an hour, some form of improved level boarding and improve station access.
- Program benefits are the system is grown as demand requires; best return on investment; the ease of implementation does not take the system apart to put the new system in; HSR compatible, which is a requirement; this is a pilot program for the entire United States; and get rapid transit performance on a commuter rail infrastructure.
- The next steps include going back to the FRA, broadening outreach so everyone understands what is being done and develop the funding strategies.

Mr. Scanlon said the elephant in the room is how to pay for electrification and the 2015 program. Many potential funding sources are in play besides the local shares -- regional funding, very realistic choices in new state and federal money that should be coming available in the next year or two related to a growing national understanding of the need to reduce greenhouse gases and American dependence on foreign oil and the growth in alternative fuels and alternatives to the automobile. Staff is working on a Program Manager and Construction Manager Request for Proposal (RFP) document that is being written to keep in play the possibility of some kind of public/private partnership. Mr. Scanlon said HSR has a real promise to be a major contributor in trying to help rebuild the corridor. Waiting is not an option. There are many possibilities and a strong case can be made for the regional 80 percent share on the rolling stock. There is strong support in Washington right now and people well positioned that represent this region.

Vice-Chair Gage thanked Mr. McAvoy and Mr. Doty for the enthusiasm for this project. He is concerned about costs and glad that issue was brought forward.

Director Art Lloyd asked if there will be cab control in the EMUs and what the buffer strength is. Mr. Doty said there will be cab signal overlay.

Director Ken Yeager thanked staff for the excellent report and would like the Board to continue to receive regular updates on this subject. Director Yeager said the Board is the first decision-maker, but not the final decision-maker. Each partner agency must make this decision. What is the timeline for getting a commitment from the partners?

Mr. Scanlon said the problem is on the regional level with the partners. The next update will be on a set of numbers showing what it will cost to operate the railroad out through 2030. Through that document it will show that this becomes a sustainability enterprise in the model that currently exists.

Mr. McAvoy said the first critical milestone is the environmental document. Staff has been working diligently behind the scenes to not only work with the partners to make sure there is an understanding of the availability of funds over the short-, the mid-, and the long-term, but also working with the Metropolitan Transportation Commission (MTC), which plays a major role in this region when it comes to federal fund programming and state fund programming.

Director Yeager is worried that if staff went before the Valley Transportation Authority (VTA) Board today there would be so many questions regarding funding capacity and this would be compared to other projects that need funding. How can staff go to the member agencies if the commitment number isn't available?

Mr. Scanlon said staff could answer a lot of VTA's questions today. There has to be some faith going forward that we will be able to attract some serious money into this equation. Mr. Scanlon said we need to get up to a level where this is not being looked for the impact of development patterns, of sustainability, of the whole way of life on the Peninsula and this part of the region. This is a program of national prominence.

Director Forrest Williams asked about the funding and the EIR only includes \$700 million. What about the additional costs for purchasing the EMUs?

Mr. McAvoy said the financial planning is absolutely critical to go into the EIR. Staff will be developing a Capital Improvement Plan that shows all the expenses and all the potential funding sources that will be available over the time period. Mr. McAvoy said today is the first step to let the Board know what the program and process is. The next step will be a combination of governmental outreach and the public outreach so everybody understands what the costs and benefits are of the program going forward.

Director Williams said that electrification is good, but we have to invest more to get there.

Mr. Scanlon said the biggest single investment beyond the electrification component itself is the fleet replacement.

Chair Harnett said in the next presentation maybe the financials need to be discussed further.

Ms. Lempert said it was a fantastic presentation and this project deserves a high priority from all the partners. She hopes this same presentation is made to MTC staff. Dumbarton Rail project is in a very vulnerable position now and there is consideration at MTC next Tuesday to take the funding from Dumbarton Rail and give to another project with no real assurance of when the money would come back.

Public Comment

Pat Giorni, Burlingame, said she is glad to see the HSR and electrification project and hopes the new Bombardier cars arriving this year and the new ones that will be ordered for electrification will be bicycle cars.

Jeff Carter, Burlingame, complimented staff on a great presentation. Electrification needs to be accelerated. VTA is proposing a one-eighth of a cent sales tax increase for a competing project which may not serve much usefulness as this project. Mr. Carter would like to know why it takes so long to get this project done.

Chair Harnett said that due to the time certain noticed public hearing a discussion of electrification and the 2015 program will resume after the hearing.

PUBLIC HEARING FOR CONSIDERATION OF A FARE INCREASE TO HELP OFFSET HIGHER FUEL COSTS

Chair Harnett said the public hearing is being held for the purpose of obtaining comments on a proposed Caltrain fare adjustments within JPB's codified tariff.

Deputy Director of Rail Transportation Michelle Bouchard gave a brief overview.

- The fare increase would be effective January 1, 2009, and is recommended to respond to inflated fuel costs
- The last fare increase was April 2007 and since that time fuel costs have increased drastically. FY09 fuel budget is \$3.00 per gallon, but recent fuel purchases have spiked well above this mark.
- Staff has two proposals for the Board's consideration. The first would raise the base fare by 25 cents, is a 5.3 percent fare increase and could result in \$1 million in revenue.
- The second proposal continues also incorporates a 25-cent increase on the zone increments. This constitutes a 12.8 percent total fare increase and would bring in roughly \$2 million in fare revenue.
- This proposal also would provide for the replacement of the existing 10-ride ticket with an 8-ride ticket. This is in response to issues that have arisen because of validator functionality and the ticket design. The validators would no longer have the cutting function and would only date-stamp the tickets. The 8-ride ticket would be incorporated in the tariff and implemented through a 60-day transitional period at the Executive Director's discretion.
- Staff recommends the tariff be altered to contain language that allows the TransLink card be accepted as fare media once the program is launched. The launch date will be at the Executive Director's discretion.
- Next steps would be October 4 board action with January 2009 implementation.

JPB Secretary Martha Martinez said the public hearing was called for at the August 7 board meeting. The public hearing notice announced the date, time, location and subject of the public hearing. The public hearing notices were published in the San Francisco Chronicle, San Jose Mercury and El Mensajero. The public hearing has also been publicized through the JPB's printed agendas, Take Ones placed on trains, station flyers and information placed on the Caltrain Web site. In addition, a news release has been circulated to the local media and nearly a

dozen print, radio and television media carried stories of the proposed increase and today's public hearing. Staff conducted three community meetings in San Carlos, Santa Clara and San Francisco.

Chair Harnett asked if any correspondence has been received from the public to be incorporated into the record. Ms. Martinez said 27 e-mails were received regarding the proposed changes.

Public Comment

Ed DeLanoy, San Carlos, said shorter trains during the off-peak would use less fuel.

Jeff Carter, Burlingame, said he is not a fan of fare increases and hopes it doesn't have to be done. Caltrain needs dedicated funding so we don't have to face this crisis every year with the budget. Mr. Carter hopes the fare increase will only be the 25-cent base fare and he recommends producing the 10-ride ticket in two pieces so there wouldn't be a validator issue. If a new fare instrument is created he would recommend a weekly pass. Caltrain should start addressing the inequities within the system because a passenger can go from Millbrae to San Bruno for the same fare as Redwood City to San Francisco.

Pat Giorni, Burlingame, said there are Take Ones for public comment on the fare increase, but none for comments on the bike access plan. Ms. Giorni has no problem with the fare increase because of fuel prices, but the bike plan does address demand management and hope there is no charge for bringing bikes on board.

Andy Chow, San Jose State University transportation official, said that at the university there are many people who ride Caltrain to the campus. The good thing that was implemented at the university over the last year was commuter checks for employees. Unfortunately students are not able to participate in this benefit. Mr. Chow would recommend a step phase on the increase. He also agrees with Mr. Carter that the zone system is not equitable and staff should use this opportunity to evaluate the zone system.

Jim Fink, Monterey, said he is disabled. Mr. Fink would like to see a break in the disabled fares as the disabled don't have the funds like a working class person.

Bill Boiko, Sunnyvale, said he is a monthly pass rider from Sunnyvale to San Carlos with a bike. Mr. Boiko is not a big fan of increases, but understands the fuel issue. He feels more bike cars and better bike car information is needed. There needs better organization of bike cars and not for an extra fare.

Doug DeLong, Mountain View, said he would like to see the senior category replaced with low income.

Legal Counsel David Miller said the only action required at this time would be to close the public hearing. From a legal standpoint the Board has met all of its legal requirements, the agency has provided ample notice to the public, has received comments in writing and orally. As reported the matter will be back to the Board on October 2 for consideration and action.

A motion (Gage/Ford) to close the public hearing was approved by all.

Chair Hartnett thanked all the members of the public for attending the public hearing today.

CALTRAIN ELECTRIFICATION UPDATE (CONT'D)

Director Jerry Hill thanked staff for a great presentation. In terms of funding, he asked if staff is planning to look at total costs and then look at sources of that funding and then come back to Board with this information.

Mr. Scanlon said staff will calculate the total funds needed for the project and start shaving off funding from the region, MTC and other sources and get this number as low as possible and then divide by three for partner share. Staff is very optimistic a big amount of the costs can be shaved off before the partner share.

Director Ford said in regards to American rolling stock versus European rolling stock he would like to add the private/public partnership needs to be looked at in terms of how road projects, major rail infrastructure projects are funded in Europe and other parts of the world.

Mr. Ford said the development opportunities in and around the Caltrain stations as well as the investment in the right-of-way is a great opportunity for private partnerships.

Chair Harnett requested more on-going updates, maybe as part of the Executive Director's report, on what is new or significant on electrification and this gives the Board members a chance to address and questions. He felt the report was excellent and showed extreme professionalism by the staff.

Chair Hartnett said the Board has dealt with this on a number of occasions, but this is a new platform because we see where we are going and what has to be done to get there. We can't continue on the way we are going and dramatic changes need to be made. None of the three partners can contribute on their own sufficient funds to keep this system going the way it is now and there needs to be a dedicated funding source. The Caltrain system is based on three uniquely different areas and he is impressed with the backgrounds and wisdom that comes from each of the different partner agencies. This is the kind of Board poised to take advantage of this type of opportunity to reinvent rail transit in the United States, but it will take extraordinary commitment to accomplish this.

Chair Harnett doesn't think there will be financial risks to the individual partners, but there are political risks. If we don't move ahead we will not survive as a transit system. Chair Harnett has great confidence in this Board, the staff and the three member agencies to keep moving and make these tough decisions.

Vice-Chair Gage said that the Board hears a lot, but people need to speak to elected officials at federal and local levels of how important this funding is for this project. The Board cannot do this alone.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported the following:

- Performance Statistics for July 2008 compared to July 2007:
 - a. Total Ridership was 1,245,443, an increase of 20.4 percent.
 - b. Average Weekday Ridership was 46,169, an increase of 17.5 percent.
 - c. Total Revenue was \$4,196,612, an increase of 18.4 percent.
 - d. On-time Performance was 92.1 percent, a decrease of 1.5 percent.
 - e. Caltrain Shuttle Ridership was 6,118, an increase of 21.8 percent.
- Received delivery of the first two of the eight new cars.

AWARD OF CONTRACT FOR SECURITY GUARD SERVICES AT THE CENTRALIZED EQUIPMENT MAINTENANCE AND OPERATIONS FACILITY (CEMOF) FOR A THREE-YEAR TERM TO CYPRESS SECURITY, LLC FOR A TOTAL COST OF \$517,716

The motion (Ford/Lloyd) to approve the award of contract to Cypress Security, LLC was approved unanimously by roll call.

SUPPORT FOR HIGH SPEED RAIL – ENDORSEMENT OF PROPOSITION 1A

Public Comment

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said they worked very hard on AB3034 which is the clean up ballot measure which is now Proposition 1A. He strongly urges the Board to support this proposition.

The motion (Lloyd/Hill) to endorse Proposition 1A was approved unanimously by roll call.

QUARTERLY CAPITAL PROJECT REPORT

No discussion on this item.

CORRESPONDENCE

Provided in the reading file.

Public Comment

Pat Giorni, Burlingame, said Congresswoman Jackie Speier will be in Foster City tomorrow between 2:30-4:30 p.m. at city hall.

BOARD MEMBER REQUESTS

None

DATE/TIME/PLACE OF NEXT MEETING

Thursday, October 2, 2008, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos CA 94070.

REPORT OF LEGAL COUNSEL

Anticipated Litigation Significant Exposure to Litigation Pursuant to Subdivision (c) of Section 54956.9.

Mr. Miller said this is a matter of potential litigation that will be discussed with the Board in closed session.

Meeting adjourned to closed session at 11:46 a.m.

Meeting reopened at 11:57 a.m.

Mr. Miller reported that for the record the Board of Directors has convened in closed session as permitted by the Brown Act to consider a matter of potential litigation. A report by Chief Operating Officer Chuck Harvey and legal counsel with regard to rail cars manufactured by Sumitomo was presented. There is no action to be taken at this time. Mr. Miller said considerable progress has been made and he is quite optimistic about having a resolution of this particular matter and will be able to report details at a future date.

ADJOURNED

The meeting adjourned at 11:58 a.m.

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board
THROUGH: Michael J. Scanlon
Executive Director
FROM: Virginia Harrington
Chief Financial Officer
SUBJECT: **STATEMENT OF REVENUE AND EXPENSE FOR THE PERIOD
ENDING JUNE 30, 2008 AND SUPPLEMENTAL INFORMATION
YEAR END RESULTS - UNAUDITED**

ACTION

Staff proposes that the Board of Directors accept and enter into the record the Statement of Revenue and Expense for the month of June 2008 and supplemental information.

SIGNIFICANCE

Year End Revenue - Unaudited: *Total Operating Revenue* (line 7) is **better** than budget by \$2,668,812 or 6.0 percent. This is mostly due to higher than anticipated *Farebox Revenue* (line 1), *Parking Revenue* (line 2) and *Other Income* (line 5) which together were \$2,504,972 or 5.9 percent **better** than budget. Compared to prior year, *Total Operating Revenue* (line 7) is \$5,991,732 or 14.4 percent **higher**, due to an increase in *Farebox Revenue* (line 1) of \$5,285,315 or 15.2 percent.

Year End Expense - Unaudited: *Grand Total Expense* (line 50) shows a favorable variance. *Contract Operating & Maintenance* (line 24) is \$3,733,996 or 6.6 percent **better** than budget. *Facilities and Equipment Maintenance* (line 29) is \$725,144 or 30.3 percent **better** than budget and *Utilities* (line 30) is \$573,478 or 32.8 percent **better** than budget due to a gradual ramp up in activity during the first year of operation for Centralized Equipment Maintenance & Operations Facilities (CEMOF). The proposed FY09 budget accurately reflects the projected operation expenses for CEMOF. *Fuel* (line 26) is **worse** than budget by \$1,685,148 or 13.4 percent. *Fuel* was initially budgeted at \$2.40 per gallon and then amended to \$2.65 per gallon whereas the average price paid in FY2008 was \$2.98 per gallon. *Total Administrative Expense* (line 41) is \$75,120 or 0.9 percent **better** than budget. Compared to prior year, *Grand Total Expense* (line 50) is \$9,926,381 or 12.7 percent **higher** overall as *Total Operating Expense* (line 32) **increased** \$7,169,471 or 10.2 percent and *Total Administrative Expense* (line 41) **increased** \$1,418,459 or 19.9 percent.

The surplus of \$6.1 million includes \$6.0 million that was programmed and approved by the Board to make up for the budget shortfall in FY09.

Fiscal Year End Results: Staff will update this report and distribute it in conjunction with the Fiscal Year 2008 Comprehensive Annual Financial Report (CAFR), which will include the results of the annual external audit.

Prepared by: Ladi Millard, Manager, Budgets
Sheila Tioyao, Senior Accountant

650.508.7755
650.508.7752

PENINSULA CORRIDOR JOINT POWERS BOARD

STATEMENT OF REVENUE AND EXPENSE

UNAUDITED

FISCAL YEAR 2008
JUNE 2008

							% OF YEAR ELAPSED 100.0%		
		MONTH	YEAR TO DATE			ANNUAL			
		CURRENT	PRIOR	CURRENT	REVISED	% REV	APPROVED	REVISED	% REV
		ACTUAL	ACTUAL	ACTUAL	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET
		(AS PROJECTED)							
REVENUE									
OPERATIONS:									
1	Farebox Revenue	3,942,805	34,844,628	40,129,943	38,352,831	104.6%	38,352,831	38,352,831	104.6%
2	Parking Revenue	161,129	1,879,036	2,167,514	1,841,000	117.7%	1,841,000	1,841,000	117.7%
3	Shuttles	88,839	1,002,014	1,073,182	1,085,509	98.9%	1,085,509	1,085,509	98.9%
4	Rental Income	133,976	1,484,472	1,577,378	1,401,210	112.6%	1,401,210	1,401,210	112.6%
5	Other Income	155,552	2,277,149	2,531,016	2,129,670	118.8%	2,129,670	2,129,670	118.8%
6									
7	TOTAL OPERATING REVENUE	4,482,301	41,487,300	47,479,032	44,810,220	106.0%	44,810,220	44,810,220	106.0%
8									
CONTRIBUTIONS:									
10	AB-434-Peninsula Feeder Shuttle	86,196	1,030,399	1,034,355	1,034,355	100.0%	1,034,355	1,034,355	100.0%
11	FTA Operating/Planning Grant	61,469	67,412	228,595	292,000	78.3%	292,000	292,000	78.3%
12	STA Operating Grant	78,411	3,286,204	129,939	191,000	68.0%	191,000	191,000	68.0%
13	JPB Member Agencies	3,189,044	37,153,912	38,268,530	38,268,530	100.0%	38,268,530	38,268,530	100.0%
14	Other Sources	6,226,616	3,625,251	6,848,197	6,848,197	100.0%	5,359,964	6,848,197	100.0%
15									
16	TOTAL REQUIRED REVENUE	9,641,736	45,163,178	46,509,616	46,634,082	99.7%	45,145,849	46,634,082	99.7%
17									
18	GRAND TOTAL REVENUE	14,124,037	86,650,478	93,988,649	91,444,302	102.8%	89,956,069	91,444,302	102.8%
19									
EXPENSE									
OPERATING EXPENSE:									
24	Contract Operating & Maintenance	5,800,213	49,303,891	52,613,287	56,347,283	93.4%	55,947,740	56,347,283	93.4%
25	Shuttles (Including Peninsula Pass)	243,825	2,637,674	2,876,216	2,864,540	100.4%	2,864,540	2,864,540	100.4%
26	Fuel	1,512,328	10,876,247	14,258,544	12,573,396	113.4%	12,454,575	12,573,396	113.4%
27	Timetables & Tickets	50,772	162,855	216,399	223,000	97.0%	223,000	223,000	97.0%
28	Insurance	265,485	4,171,668	3,640,553	3,810,000	95.6%	3,810,000	3,810,000	95.6%
29	Facilities and Equipment Maintenance	608,461	1,332,406	1,668,296	2,393,440	69.7%	2,393,440	2,393,440	69.7%
30	Utilities	178,384	925,517	1,175,322	1,748,800	67.2%	1,712,700	1,748,800	67.2%
31	Services	245,088	992,330	1,123,442	1,158,293	97.0%	1,162,660	1,158,293	97.0%
32	TOTAL OPERATING EXPENSE	8,904,557	70,402,588	77,572,059	81,118,752	95.6%	80,568,655	81,118,752	95.6%
33									
ADMINISTRATIVE EXPENSE:									
35	Wages & Benefits	600,108	4,718,748	5,707,038	5,423,677	105.2%	5,466,425	5,423,677	105.2%
36	Board Of Directors	929	12,897	10,454	16,300	64.1%	16,300	16,300	64.1%
37	Professional Services	367,316	1,179,605	1,556,259	1,739,208	89.5%	1,731,350	1,739,208	89.5%
38	Communications/Marketing	68,723	208,068	229,871	333,000	69.0%	331,500	333,000	69.0%
39	Other Office Expense and Services	131,982	1,005,400	1,039,555	1,106,111	94.0%	981,272	1,106,111	94.0%
40									
41	TOTAL ADMINISTRATIVE EXPENSE	1,169,057	7,124,717	8,543,176	8,618,296	99.1%	8,526,847	8,618,296	99.1%
42									
LONG TERM DEBT EXPENSES									
44	Head End Power (HEP) Debt Service	0	366,182	131,399	131,399	100.0%	131,399	131,399	100.0%
45	2007 Farebox Revenue Bond Debt Service	91,906	0	738,314	729,168	101.3%	729,168	729,168	101.3%
46	TOTAL LONG TERM DEBT EXPENSE	91,906	366,182	869,713	860,567	101.1%	860,567	860,567	101.1%
47									
48	CEMOF - Startup Expenses	225,106	11,767	846,687	846,687	100.0%	-	846,687	100.0%
49									
50	GRAND TOTAL EXPENSE	10,390,626	77,905,254	87,831,635	91,444,302	96.0%	89,956,069	91,444,302	96.0%

"% OF YEAR ELAPSED" provides a general measure for evaluating overall progress against the annual budget. When comparing it to the amounts shown in the "% REV BUDGET" column, please note that individual line items reflect variations due to seasonal activities during the year.

NOTE: The statement shows a surplus of \$6.1 million which includes \$6.0 million that was programmed and approved by the Board to make up for the budget shortfall in FY09.



JIM HARTNETT, CHAIR
 DON GAGE, VICE CHAIR
 JOSÉ CISNEROS
 SEAN ELSBERND
 NATHANIEL P. FORD, SR.
 JERRY HILL
 ARTHUR L. LLOYD
 FORREST WILLIAMS
 KEN YEAGER

MICHAEL J. SCANLON
 EXECUTIVE DIRECTOR

PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF JUNE 30, 2008

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
County Pool # 3 (Capital projects, other)	Liquid Cash	3.22%	24,092,371	23,929,283
County Pool # 3 (Restricted)	Liquid Cash	3.22%	2,000,000	1,986,461
			26,092,371	25,915,744

Accrued Earnings for June 2008 \$70,519.86 (1)
 Cumulative Earnings FY2008 \$1,175,505.55

(1) Earnings do not include prior period adjustments

* County Pool average yield for the month ending June 30, 2008 was 3.22%. As of June 30, 2008, the amortized cost of the Total Pool was \$2,941,540,059.63 and the fair market value per San Mateo County Treasurer's Office was \$2,921,628,007.83.

** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564. 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: Michael J. Scanlon
Executive Director

FROM: Virginia Harrington
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUE AND EXPENSE FOR THE PERIOD
ENDING AUGUST 31, 2008 AND SUPPLEMENTAL INFORMATION**

ACTION

Staff proposes that the Board of Directors accept and enter into the record the Statement of Revenue and Expense for the month of August 2008 and supplemental information.

SIGNIFICANCE

Revenue: For August of Fiscal Year 2009, *Total Operating Revenue* (line 7) is \$822,454 or 9.7 percent **better** than budget. This is due to higher than anticipated *Farebox Revenue* (line 1) and *Rental Income* (line 4) which together were \$916,647 or 12.1 percent **better** than budget and are offset by *Parking Revenue* (line 2), *Shuttles* (line 3), and *Other Income* (line 5) which together are **worse** than budget by \$94,193 or 10.8 percent. Compared to the prior year, *Total Operating Revenue* (line 7) is \$884,084 or 10.5 percent **higher**.

Expense: *Grand Total Expenses* (line 46) shows a favorable variance of \$52,075 or 0.3 percent. *Contract Operating & Maintenance* (line 23), *Insurance* (line 27), *Facilities and Equipment Maintenance* (line 28), and *Utilities* (line 29) are \$601,437 or 5.7 percent **better** than budget. *Total Administrative Expense* (line 40) is \$115,117 or 7.8 percent **better** than budget. *Fuel* (line 25) is **worse** than budget by \$708,245 or 29.5 percent. *Fuel* is budgeted at \$3.00 per gallon and the average price as of the end of August was \$3.75 per gallon. Staff will recommend preliminary budget adjustments for line items such as fuel and fares in the fall.

Compared to prior year, *Grand Total Expenses* (line 46) is \$1,501,105 or 11.0 percent **higher**. The increase in operating expense over the prior year is mainly due to the increased cost of *Fuel* (line 25) which is \$1,079,041 or 53.1 percent higher.

Budget Revisions: There are no budget revisions this month.

Prepared by: Ladi Millard, Manager, Budget
Sheila Tioyao, Senior Accountant

650.508.7755
650.508.7752

PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF REVENUE AND EXPENSE
FISCAL YEAR 2009
AUGUST 2008

		% OF YEAR ELAPSED 16.7%								
		MONTH	YEAR TO DATE			ANNUAL				
		CURRENT	PRIOR	CURRENT	REVISED	% REV	APPROVED	REVISED	% REV	
		ACTUAL	ACTUAL	ACTUAL	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET	
		(AS PROJECTED)								
REVENUE										
OPERATIONS:										
1	Farebox Revenue	4,019,672	7,221,483	8,215,932	7,305,250	112.5%	41,669,414	41,669,414	19.7%	1
2	Parking Revenue	147,209	343,442	307,066	333,426	92.1%	2,128,054	2,128,054	14.4%	2
3	Shuttles	84,721	170,820	173,634	188,988	91.9%	1,134,036	1,134,036	15.3%	3
4	Rental Income	133,364	248,876	274,795	268,830	102.2%	1,604,340	1,604,340	17.1%	4
5	Other Income	141,921	402,174	299,453	351,932	85.1%	2,111,720	2,111,720	14.2%	5
6										6
7	TOTAL OPERATING REVENUE	4,526,887	8,386,796	9,270,880	8,448,426	109.7%	48,647,564	48,647,564	19.1%	7
8										8
9	CONTRIBUTIONS:									
10	AB-434-Peninsula Feeder Shuttle	86,196	172,393	172,393	172,390	100.0%	1,034,355	1,034,355	16.7%	10
11	Operating Grant	19,344	0	19,965	19,965	100.0%	211,000	211,000	9.5%	11
12	JPB Member Agencies	3,284,715	10,188,090	6,569,436	6,569,428	100.0%	39,416,585	39,416,585	16.7%	12
13	Other Sources	0	156,549	0	0	0.0%	6,047,623	6,047,623	0.0%	13
14										14
15	TOTAL REQUIRED REVENUE	3,390,255	10,517,032	6,761,793	6,761,783	100.0%	46,709,563	46,709,563	14.5%	15
16										16
17	GRAND TOTAL REVENUE	7,917,142	18,903,827	16,032,673	15,210,209	105.4%	95,357,127	95,357,127	16.8%	17
18										18
19										19
20	EXPENSE									
21										21
22	OPERATING EXPENSE:									
23	Contract Operating & Maintenance	4,448,260	8,683,579	8,824,587	9,296,556	94.9%	58,501,434	58,501,434	15.1%	23
24	Shuttles (Including Peninsula Pass)	235,881	464,692	479,058	502,149	95.4%	3,012,891	3,012,891	15.9%	24
25	Fuel	1,333,611	2,030,540	3,109,581	2,401,336	129.5%	14,408,059	14,408,059	21.6%	25
26	Timetables & Tickets	7,527	4,355	17,005	20,000	85.0%	218,000	218,000	7.8%	26
27	Insurance	332,800	634,996	684,905	738,344	92.8%	4,535,000	4,535,000	15.1%	27
28	Facilities and Equipment Maintenance	71,927	143,475	145,214	176,655	82.2%	1,713,750	1,713,750	8.5%	28
29	Utilities	119,932	188,658	223,850	268,438	83.4%	1,725,270	1,725,270	13.0%	29
30	Services	63,079	164,820	138,664	156,343	88.7%	1,180,300	1,180,300	11.7%	30
31	TOTAL OPERATING EXPENSE	6,613,015	12,315,115	13,622,864	13,559,821	100.5%	85,294,704	85,294,704	16.0%	31
32										32
33	ADMINISTRATIVE EXPENSE:									
34	Wages & Benefits	454,521	793,356	872,238	943,334	92.5%	5,966,333	5,881,103	14.8%	34
35	Board Of Directors	961	1,121	961	1,313	73.2%	16,300	16,300	5.9%	35
36	Professional Services	141,395	136,051	198,107	225,471	87.9%	1,726,850	1,749,670	11.3%	36
37	Communications/Marketing	4,258	8,680	16,515	30,840	53.6%	311,000	311,000	5.3%	37
38	Other Office Expense and Services	139,723	184,882	263,637	265,616	99.3%	1,275,344	1,337,754	19.7%	38
39										39
40	TOTAL ADMINISTRATIVE EXPENSE	740,858	1,124,090	1,351,458	1,466,575	92.2%	9,295,827	9,295,827	14.5%	40
41										41
42	Long Term Debt Expense	91,906	61,276	183,813	183,813	100.0%	766,596	766,596	24.0%	42
43										43
44	CEMOF - Startup Expense	0	156,549	-	-	0.0%	0	0	0.0%	44
45										45
46	GRAND TOTAL EXPENSES	7,445,780	13,657,029	15,158,134	15,210,209	99.7%	95,357,127	95,357,127	15.9%	46

"% OF YEAR ELAPSED" provides a general measure for evaluating overall progress against the annual budget. When comparing it to the amounts shown in the "% REV BUDGET" column, please note that individual line items reflect variations due to seasonal activities during the year.



PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF AUGUST 31, 2008

TYPE OF SECURITY	MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
County Pool # 3 (Capital projects, other)	Liquid Cash	2.87%	18,660,949	18,519,639
County Pool # 3 (Restricted)	Liquid Cash	2.87%	2,000,000	1,984,855
			20,660,949	20,504,494

Accrued Earnings for August 2008 \$55,016.68 (1)
 Cumulative Earnings FY2009 \$120,625.47

(1) Earnings do not include prior period adjustments

* County Pool average yield for the month ending August 31, 2008 was 2.87%. As of August 31, 2008, the amortized cost of the Total Pool was \$2,668,775,359.10 and the fair market value per San Mateo County Treasurer's Office was \$2,648,566,144.90.

** The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564. 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: Michael J. Scanlon
Executive Director

FROM: C.H. (Chuck) Harvey
Chief Operating Officer

SUBJECT: **KEY CALTRAIN PERFORMANCE STATISTICS — AUGUST 2008
(Table A, Graph A)**

For August 2008, Caltrain average weekday ridership (AWR) increased by 13.6 percent when compared to August 2007. AWR based on ticket sales was 44,751 for August 2008, an increase of 5,368 over August 2007. The total number of passengers for the month of August 2008 was 1,188,931. This is a 10.5 percent increase over last year's August total of 1,076,125.

In August 2008, on-time performance was 93.5 percent, as compared to 93.7 percent in August 2007. This represents a slight decrease of 0.2 percent from the previous year and a difference of minus 1.5 percent compared with our goal of 95 percent on-time performance. There are multiple factors behind the lower on-time performance, including continued bike dwell delays, occasional mechanical failures, and increased use of manual wheelchair lifts as some ADA lift-equipped cars are still out of service due to cracked bolsters. There were also two police incidents not related to the railroad that required a shut down of rail service due to the pursuit of persons on the right-of-way.

Average weekday shuttle ridership was 6,584; up 22% YTD. The Millbrae-Broadway shuttle averaged 96 daily riders. The Tamien shuttle averaged 73 riders per Saturday/Sunday. The Belmont-Hillsdale shuttle averaged 83 daily riders. Genentech, by shifting its shuttle to Millbrae, now enables its riders to use Baby Bullet service. More riders on the Genentech shuttle come from Caltrain than from BART. Observed shuttle OTP was 99.9%.

Table A shows performance indicators for August of 2008. Graph A shows AWR for the past 13 months as compared to the rolling average.

Caltrain August 2008 Promotions

Giants – Despite a disappointing season for the Giants on the field, ridership has remained strong; slipping only eight percent from last year’s all-time high. The post-game express service continues to be a popular way for hundreds of southern San Mateo County and Santa Clara County fans. This year’s campaign includes television commercials (aired during Giants’ games on Comcast cable stations and on the Giants scoreboard), an ad placed in the Giants’ Scorecard, and 40,000 brochures distributed onboard the trains and at various other locations. In addition, an ad commemorating the golden anniversary of the Giants’ move to San Francisco was placed in the *San Francisco Chronicle*.

Over the Top with Caltrain – This Fall’s promotion of Ringling Brother’s/Barnum & Bailey’s “Greatest Show on Earth” included adcards aboard Caltrain offering riders \$5 off admission. The circus, titled “Over the Top,” was held at the HP Pavilion in San Jose and at the Oracle Arena in Oakland. The offer was valid at either location.

Stanford Football – Stanford football coach Jim Harbaugh’s second season at the helm has created a lot of excitement on the Farm and Caltrain will once again carry Cardinal fans to the Stanford Stadium stop this fall. Caltrain partnered with the university to produce a brochure that was placed on all trains. We will also air commercials during Stanford games.

Jazzfest – The year’s 19th annual San Jose Jazz Festival was held August 8 through 10 and featured a blend of blues, jazz, R&B, and hip-hop. The event was promoted in concert with the organizer and Valley Transportation Agency. Adcards were posted on all trains and the Caltrain logo appeared in print ads paid for by the organizer.

Prepared by: Anthony E. Waller, Service Planner
Patrick Boland, Marketing Manager

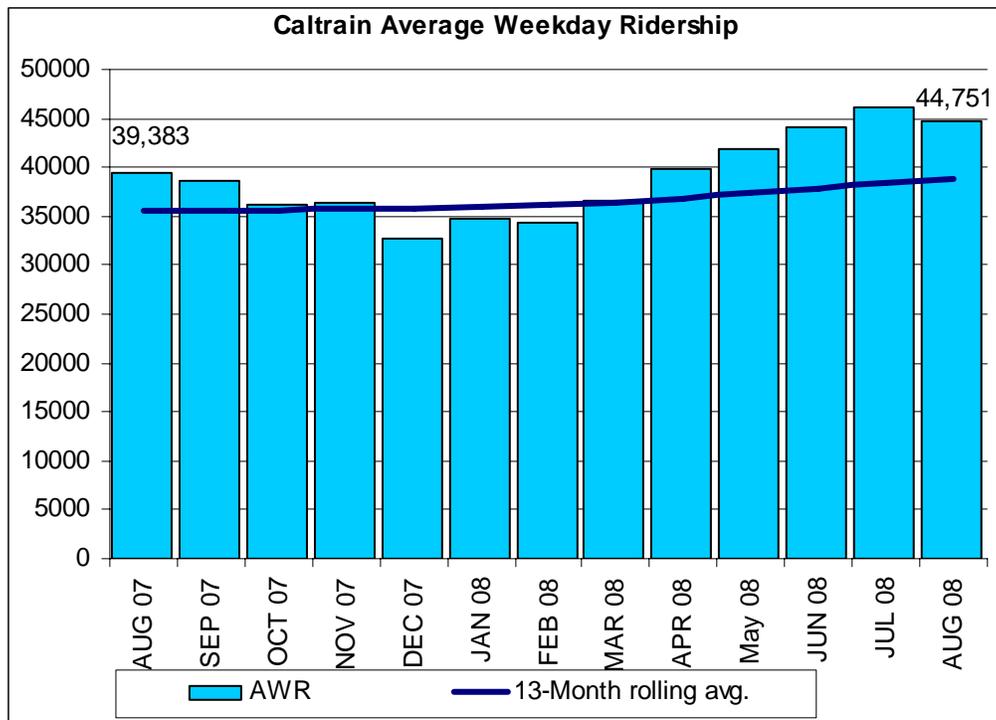
650.622.8026
650.508.6245

Table A

August 2008			
	FY 08	FY 09	%Change
Total Ridership	1,076,125	1,188,931	10.5%
Average Weekday Ridership	39,383	44,751	13.6%
Total Revenue	\$ 3,678,083	\$ 4,019,713	9.3%
On Time Performance	93.7%	93.5%	-0.2%
Caltrain Shuttle Ridership	5,387	6,584	22.2%

Year to Date			
	FY 08	FY 09	%Change
Total Ridership	2,110,814	2,434,374	15.3%
Average Weekday Ridership	39,342	45,460	15.5%
Total Revenue	\$7,221,083	\$8,216,324	13.8%
On Time Performance	93.6%	93.5%	-0.2%
Caltrain Shuttle Ridership	5,205	6,351	22.0%

Graph A



**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: C.H. (Chuck) Harvey
Chief Operating Officer

**SUBJECT: AMENDMENT TO CALTRAIN CODIFIED TARIFF: FARE INCREASE;
ADD EIGHT-RIDE TICKET; LANGUAGE CHANGES INCLUDING THE
ADDITION OF TRANSLINK®**

ACTION

Staff Coordinating Council recommends the Board authorize:

1. An increase of 25 cents to the base fare, effective January 1, 2009.
2. Add an Eight-ride Ticket to the Codified Tariff at a discount rate of approximately 15 percent and include an option to purchase a monthly parking permit with the purchase of two Eight-ride tickets.
3. Change the section titled "Senior and Disabled" to "Eligible Discount", include in this category "Youth Fares" and add language in anticipation that Caltrain customers will be able to use a TransLink® card as fare payment on Caltrain by the end of 2009.

SIGNIFICANCE

Due to an ongoing structural deficit, there are insufficient reserves to respond to rising and dramatically fluctuating fuel prices.

The Fiscal Year 2009 Operating Budget was based on a half-year fare increase and diesel fuel costs of \$3 per gallon. FY09 Fuel prices have ranged from the current low of \$3.11 to a high of \$4.25 and have averaged \$3.63 per gallon since July 1. Each 10-cent per gallon increase costs Caltrain \$480,000 over the course of a year.

The 25-cent base fare increase, effective January 1, 2009, will generate approximately \$943,500 additional revenue in FY09 and provide \$1,887,000 additional revenue for a full fiscal year. The last fare increase was implemented in April 2007.

The 10-ride Ticket replaced a 20-ride Ticket in 2000 and uses a stand-alone validator (SAV) machine to cut and stamp the tickets. There have been problems with validator reliability, which has created a high number of passenger complaints regarding the 10-ride Ticket and the SAV. A new Eight-ride Ticket would significantly alleviate the current problems by eliminating the

cutting function on the SAV. The approximate 15 percent discount offered with the 10-ride Ticket would continue to be offered with the Eight-ride Ticket as would be the option to purchase a monthly parking permit with the purchase of two Eight-ride tickets.

BUDGET IMPACT

The FY09 Farebox Revenue budget will be increased by \$943,500 from \$41,669,414 to \$42,612,914.

BACKGROUND

The outreach efforts included three public meetings at which comment was sought on the proposed fare increase: 1) San Carlos on August 25, 2) Santa Clara on August 26, and 3) San Francisco on August 27. There was a Caltrain news release, take ones were placed on all trains, station flyers were posted at all stations and information was available on the Caltrain Web site.

The public hearing was advertised in the San Francisco Chronicle on August 20 and 26, San Jose Mercury News on August 20 and 26, and El Mensajero on August 22 and 29. The public meetings were included in the first series of advertisements.

An e-mail address and phone line were also established to gather further public comment.

Twenty-seven comments were received prior to the public hearing. Ten more comments have been received since the close of the public hearing for a total of 37. Six comments favor the fare increase, 16 oppose the fare increase, nine favor a modified increase and six commented on other issues.

Prepared by: Donald G. Esse, Acting Manager, Quality Assurance and Management Analysis
650.508.6329

RESOLUTION NO. 2008 -

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

* * *

**AUTHORIZING A FARE INCREASE, EIGHT-RIDE TICKET AND LANGUAGE
CHANGES TO THE CODIFIED TARIFF**

WHEREAS, pursuant to Resolution No. 1992-31, dated May 6, 1992, the Peninsula Corridor Joint Powers Board (“PCJPB”) adopted a Codified Tariff setting forth the rate structure for the Peninsula Commute Service; and

WHEREAS, from time to time, the PCJPB has amended the Codified Tariff to increase fares, modify parking rates, establish promotional fares, and to implement policy and administrative changes in the Peninsula Commute Service; and

WHEREAS, Caltrain is operating under an ongoing structural deficit; and

WHEREAS, the approved Fiscal Year 2009 operating budget anticipated a mid-year fare increase and assumed an average price of \$3 per gallon for diesel fuel while the Oil Price Information Service index fuel price in actuality has averaged \$3.63 for Fiscal Year 2009 through September 11, 2008; and

WHEREAS, a fare increase is necessary to raise additional revenue so that reserves are sufficient to respond to rising and dramatically fluctuating fuel prices; and

WHEREAS, Staff recommends the following amendments to the Codified Tariff:

1. Increase the zone fare by twenty-five cents for all media, to be effective January 1, 2009;
2. Add the Eight-ride Ticket as a new Ticket Type;

3. Re-title "Senior and Disabled Fare" to "Eligible Discount Fare" and include in this category "Youth Fare"; and
4. Add TransLink® to the Codified Tariff in anticipation of activation by the end of 2009; and

WHEREAS, the PCJPB held duly noticed public hearings to consider the fare increase proposals outlined above.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby approves the four amendments to the Codified Tariff for Peninsula Commute Service, recited above, effective January 1, 2009; and

BE IT FURTHER RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby adopts the amended Codified Tariff, attached as Attachment A and incorporated by this reference.

Regularly passed and adopted this 2nd day of October 2008, by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

Adopted – May 6, 1992
Revised – October 2, 2008
Effective – January 1, 2009

ATTACHMENT A

PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA
* * *
PENINSULA COMMUTE SERVICE (“CALTRAIN”)
CODIFIED TARIFF

This tariff covers the sale of tickets, along with parking and bike locker fees, between San Francisco and Gilroy, California, and the intermediate stations on the Peninsula Commute Service ("Caltrain") right of way. For fares, refer to Chart "A." For parking fees, refer to Chart "B."

I. FARE CATEGORIES

A. FULL FARE

Full fares will apply to all customers 18 years of age or older except those who qualify for an Eligible Discount ticket. Fares published in this tariff are Full fares, except as otherwise shown herein for Eligible Discount fares.

B. ELIGIBLE DISCOUNT FARE

1. Qualifying customers for the Eligible Discount Fare shall pay one-half of the Full Fare, rounded down to the nearest \$0.25 increment. A customer may qualify for the Eligible Discount Fare by meeting or possessing one of the requirements below. Proof of age or appropriate identification may be necessary when ticket is requested by the conductor or fare inspector.
 - a. 65 years of age or older.
 - b. 17 years or younger or possessing a valid high school identification card.
 - c. Current Disabled Person Placard Identification Card issued by the California State Department of Motor Vehicles (DMV).
 - d. Medicare Card.
 - e. Regional Transit Connection (RTC) Discount Card. An RTC Discount Card marked with an attendant symbol indicates that the person with a disability may be accompanied by an attendant, who also will be eligible for the Eligible Discount Fare. Such attendant is not eligible for a discount fare when not accompanying the person with a disability and will not be issued an RTC Discount Card.

- f. Valid transit discount card issued by another California transit agency, which is equivalent to the Regional Transit Connection Discount Card.

C. SWORN PEACE OFFICERS

Uniformed and non-uniformed, sworn peace officers are allowed to ride any Caltrain trip without paying a fare subject to showing the proper identification.

D. CHILDREN FOUR YEARS OF AGE OR YOUNGER

A child four years old or younger accompanied by a paying adult may ride Caltrain free of charge.

E. SPECIAL PROMOTIONAL FARES

From time to time, the Executive Director may authorize the establishment of special or promotional fares.

II. TICKET TYPES

Tickets will be honored for transportation on trains operated by the Peninsula Corridor Joint Powers Board (JPB) on the Caltrain service between San Francisco and Gilroy.

A. ONE-WAY TICKET

Valid for use within four hours of the date and time sold. One-way tickets will be honored for one-way passage away from the point of origin, including stopovers/transfers, within the zone limits.

B. DAY PASS

Valid for use through the last train on the service day on which sold. Day passes will be honored for unlimited travel within zone limits.

C. EIGHT-RIDE TICKET

Valid for use for sixty days from the date sold and will expire at 3:00 a.m. on the day after the validity period ends. Eight-ride Tickets will be honored for eight one-way rides away from the point of origin within the zone limits. The Eight-ride Ticket is valid for multiple use by the purchasing customer and any member of his or her traveling party.

Each one-way trip on an Eight-ride Ticket is limited to use within four hours of the date and time validated by a stand-alone validator (SAV) machine. The Eight-ride Ticket must be validated using the SAV machine before boarding the train for each trip. This includes multiple customer use of an eight-ride ticket by a travelling party. Purchasers of two Eight-ride Tickets have the option to purchase a monthly parking permit. It is anticipated that an Eight-ride Ticket will be available as fare media on Caltrain by the end of 2009.

D. TEN-RIDE TICKET

Valid for use for sixty days from the date sold and will expire at 3:00 a.m. on the day after the validity period ends. Ten-ride Tickets will be honored for ten one-way rides

away from the point of origin within the zone limits. The Ten-ride Ticket is valid for multiple use by the purchasing customer and any member of his or her traveling party.

Each one-way trip on a Ten-ride Ticket is limited to use within four hours of the date and time validated by a stand-alone validator (SAV) machine. The Ten-ride Ticket must be validated using the SAV machine before boarding the train for each trip. This includes multiple customer use of a Ten-ride Ticket by a travelling party. Purchasers of two Ten-ride Tickets have the option to purchase a monthly parking permit.

E. MONTHLY PASS

Valid for use for the calendar month for which issued. Monthly passes will be honored for unlimited weekday trips between zones indicated on the ticket. On Saturdays, Sundays and holidays, the pass will be honored for unlimited trips between all zones. In addition, the Monthly Pass will be honored until noon on the first weekday of the following month. When the first weekday of the following month falls on a legal holiday, such tickets also will be honored until noon on the next weekday.

F. ZONE UPGRADE TICKET

Valid for use within four hours of the date and time sold. Zone Upgrade tickets are valid only when accompanying another valid ticket (One-way, Day Pass, Eight-ride Ticket, Ten -ride Ticket or Monthly Pass) and cannot be used alone. The Zone Upgrade ticket will be honored for one-way passage for additional zones purchased beyond the original ticket's zone limits. The Zone Upgrade ticket's validity period does not supercede the original ticket's validity period.

G. GO PASS

Valid for use within the calendar year for which issued. The GO Pass is an annual transit pass sold to companies and universities for all of their full-time employees and/or students. The pass is a sticker affixed to a valid company or university photo identification card. The price of the pass is set to be equivalent to a full-fare, two-zone Monthly Pass and will be honored for unlimited trips between all zones. The minimum participation rate is equivalent to 70 passes.

H. TRANSLINK®

Valid for use on Caltrain. The TransLink® card is a transit fare payment card issued and administered by the Metropolitan Transportation Commission (MTC) that will eventually be valid for use on all public transit services throughout the San Francisco Bay Area. There may be fees associated with the use of a TransLink® card. Such fees, if any, will be set and collected by MTC. It is anticipated that Caltrain customers will be able to use a TransLink® card by the end of 2009.

III. DESCRIPTION OF ZONES

The zone designations for Caltrain service are shown on Chart "A."

IV. RATES OF FARE

The rates of fare for Caltrain service are shown on Chart "A."

V. **GENERAL CONDITIONS**

A. **CONDITIONS OF USE**

Tickets sold at fares published herein (Chart "A") are nontransferable. Eight-ride tickets and Ten-ride tickets are not transferable, but may be used by multiple customers in accordance with Section II.C and D. Tickets mutilated, altered or changed in any way, or used in any other manner than in accordance with the provision of this tariff shall be forfeited.

B. **ENFORCEMENT**

Passengers must have a valid ticket before boarding to ride Caltrain. Fares will be enforced by a Proof-of-Payment system as adopted and amended from time to time by the JPB. Proof of fare payment must be carried at all times while on Caltrain and must be presented for inspection upon request. Passengers without a valid ticket are subject to written warnings and citations with monetary penalties as authorized by California law.

C. **STOPOVERS/TRANSFERS**

Stoptovers and transfers are permitted within zones indicated on tickets provided travel is completed within the ticket's validity period. For One-way tickets and each trip on Eight-ride and Ten-ride tickets, travel can only continue and be completed in the original direction of travel. One-way tickets and each trip on Eight-ride and Ten-ride tickets cannot be used to reverse direction.

D. **DELAYS**

When a customer holding a valid ticket is delayed because of washout, wreck or other obstruction to tracks, public calamity, an act of God or of the public enemy so that the validity period of a passenger's ticket has expired, such ticket's validity may be extended by the conductor or fare inspector to the extent of such delay.

E. **REFUNDS**

1. **One-way, Day Pass, Eight-ride, 10-ride, and Zone Upgrade Tickets and Parking Permits**
One-way, Day Pass, Eight-ride, Ten -ride and Zone Upgrade tickets and Parking permits are not subject to refunds.
2. **GO Passes**
JPB shall refund the pro-rated portion of the fee paid by the participating agency (equivalent to the number of unused months), less an administration fee, within 30 days of the termination date, provided that within 10 working days of the effective termination date all undistributed GO Passes issued to participating agency are returned to JPB and participating agency verifies in writing that it has made every good faith effort to collect or destroy all GO Passes that have been distributed.
3. **Monthly Passes**
Unused Monthly passes returned for refund prior to the date the passes first become valid for passage will be refunded for the full fare paid.

Monthly passes returned for a refund during the validity period will be refunded for the difference between the full fare paid and the value of the transportation furnished. The value of transportation furnished will be considered to be the value of two one-way fares per weekday up to the date the pass is surrendered for refund.

4. Refund Procedures

The surrender date of the pass will be as indicated by the ticket agent's office date stamp, postal cancellation mark on mailed return, or other evidence in application for refund.

All Monthly Pass refunds will be mailed to customer by the JPB Finance Division. Ticket agents cannot refund customers for Monthly passes.

Ticket agents will refund customers the printed amount of a TVM Refund Receipt when a customer is issued a TVM Refund Receipt instead of change. The refund receipt must be presented and relinquished to the ticket agent. Alternatively, the TVM Refund Receipt may be mailed to the JPB Finance Division for refund.

VI. MISCELLANEOUS

A. PARKING AT CALTRAIN STATIONS

1. Fees

Chart "B" reflects the parking fees at the Caltrain stations north of the Tamien Caltrain Station for each automobile or motorcycle. (Higher rates are charged at the San Jose Diridon Station during HP Pavilion events and at the Palo Alto station and other selected stations during evenings.) From time to time the Executive Director may reduce or increase parking fees at individual stations in response to system needs and patterns, customer demand, and market considerations, provided the fees do not exceed \$5 per day and \$50 per month. Any such adjustments implemented by the Executive Director will be reflected in Chart "B" depicting the Caltrain Parking Fee Structure.

2. Waived Fees

The parking fee will be waived for any person with a disability whose vehicle displays a permanent disabled California license plate or parking placard issued by the California State Department of Motor Vehicles (DMV).

3. Parking Regulations

The use of Caltrain parking facilities shall be in accordance with Peninsula Corridor Joint Powers Board rules and regulations. Caltrain parking rules are posted in each paid parking lot.

B. BICYCLE LOCKER FEES

Bicycle lockers are available at certain stations for rent for \$5.50 per month paid in six-month increments. A key deposit of \$25 is refundable when the key is returned.

C. CHARTER POLICY

1. Minimum Charge

\$5,000 per round-trip in one calendar day (4:00 a.m. to 3:59 a.m.), assuming the use of one crew for up to 12 hours to cover trip planning, staff time, legal agreements, and Base Train service costs.

2. Cost Basis

Charter sponsors will pay by the train mile for all revenue miles on their trip. The current rate is about \$47.50 per train mile and is based on data contained in JPB's National Transit Database (NTB) submittal (formerly Section 15). The rate includes all operating cost items except depreciation and rent. JPB staff will adjust the rates within a +/-10 percent limit annually based on JPB's NTD submittal. The rate is sufficient to cover deadheading costs, if any.

3. Train Size Basis

The Base Train will be one locomotive and five cars (two cab cars). JPB will charge an additional flat fee of \$500 per trailer car, \$525 per cab car, \$810 per locomotive (use of second engine will be determined between JPB and sponsor depending on scheduling and cost issues.) These fees will be subject to periodic administrative adjustment.

4. Unique Costs

Any extraordinary costs (such as decorations, security, and Union Pacific Trackage/Pilot fees) will be borne by the sponsor.

5. Insurance

Charter train arrangements will conform to any changes in JPB's annual insurance program, and trips operated will not exceed JPB's annual program limits.

VII. INTERAGENCY FARE MEDIA

A. MUNI STICKER

Caltrain Monthly Pass customers can purchase a Muni Sticker at all Caltrain ticket offices, through ticket vending machines, through the mail and through other authorized sales outlets. The Muni Sticker provides unlimited rides on all Muni buses and light rail. It is not accepted on cable cars. The price of the Muni Sticker is set by Muni.

CALTRAIN FARE STRUCTURE
Effective January 1, 2009

OW	One-way
DP	Day Pass
8	8-ride Ticket
10	10-ride Ticket
MO	Monthly Ticket
ED	Eligible Discount

	BETWEEN	TICKET	ZONE 1		ZONE 2			ZONE 3			ZONE 4			ZONE 5			ZONE 6			
1	San Francisco 22nd Street Bayshore South SF San Bruno	OW	\$2.50																	
		DP	\$5.00																	
		8	\$17.00																	
		10	\$21.25																	
		MO	\$66.25																	
		ED OW	\$1.25																	
		ED DP	\$2.50																	
2	Millbrae Broadway Burlingame San Mateo Hayward Park Hillsdale Belmont San Carlos Redwood City	ED 8	\$8.50																	
		ED 10	\$10.50																	
		ED MO	\$33.00																	
		OW	\$4.25	\$2.50																
		DP	\$8.50	\$5.00																
		8	\$29.00	\$17.00																
		10	\$36.25	\$21.25																
3	Atherton Menlo Park Palo Alto Stanford California Ave. San Antonio Mt. View Sunnyvale	MO	\$112.75	\$66.25																
		ED OW	\$2.00	\$1.25																
		ED DP	\$4.25	\$2.50																
		ED 8	\$14.50	\$8.50																
		ED 10	\$18.00	\$10.50																
		ED MO	\$56.25	\$33.00																
		OW	\$6.00	\$4.25	\$2.50															
4	Lawrence Santa Clara College Park S.J. Diridon Tamien	DP	\$12.00	\$8.50	\$5.00															
		8	\$40.75	\$29.00	\$17.00															
		10	\$51.00	\$36.25	\$21.25															
		MO	\$159.00	\$112.75	\$66.25															
		ED OW	\$3.00	\$2.00	\$1.25															
		ED DP	\$6.00	\$4.25	\$2.50															
		ED 8	\$20.25	\$14.50	\$8.50															
5	Capitol Blossom Hill	ED 10	\$25.50	\$18.00	\$10.50															
		ED MO	\$79.50	\$56.25	\$33.00															
		OW	\$7.75	\$6.00	\$4.25	\$2.50														
		DP	\$15.50	\$12.00	\$8.50	\$5.00														
		8	\$52.75	\$40.75	\$29.00	\$17.00														
		10	\$66.00	\$51.00	\$36.25	\$21.25														
		MO	\$205.50	\$159.00	\$112.75	\$66.25														
6	Morgan Hill San Martin Gilroy Gilroy	ED OW	\$3.75	\$3.00	\$2.00	\$1.25														
		ED DP	\$7.75	\$6.00	\$4.25	\$2.50														
		ED 8	\$26.25	\$20.25	\$14.50	\$8.50														
		ED 10	\$33.00	\$25.50	\$18.00	\$10.50														
		ED MO	\$102.75	\$79.50	\$56.25	\$33.00														
		OW	\$9.50	\$7.75	\$6.00	\$4.25	\$2.50													
		DP	\$19.00	\$15.50	\$12.00	\$8.50	\$5.00													
6	Morgan Hill San Martin Gilroy Gilroy	8	\$64.50	\$52.75	\$40.75	\$29.00	\$17.00													
		10	\$80.75	\$66.00	\$51.00	\$36.25	\$21.25													
		MO	\$251.75	\$205.50	\$159.00	\$112.75	\$66.25													
		ED OW	\$4.75	\$3.75	\$3.00	\$2.00	\$1.25													
		ED DP	\$9.50	\$7.75	\$6.00	\$4.25	\$2.50													
		ED 8	\$32.25	\$26.25	\$20.25	\$14.50	\$8.50													
		ED 10	\$40.25	\$33.00	\$25.50	\$18.00	\$10.50													
6	Morgan Hill San Martin Gilroy Gilroy	ED MO	\$125.75	\$102.75	\$79.50	\$56.25	\$33.00													
		OW	\$11.25	\$9.50	\$7.75	\$6.00	\$4.25	\$2.50												
		DP	\$22.50	\$19.00	\$15.50	\$12.00	\$8.50	\$5.00												
		8	\$76.50	\$64.50	\$52.75	\$40.75	\$29.00	\$17.00												
		10	\$95.75	\$80.75	\$66.00	\$51.00	\$36.25	\$21.25												
		MO	\$298.25	\$251.75	\$205.50	\$159.00	\$112.75	\$66.25												
		ED OW	\$5.50	\$4.75	\$3.75	\$3.00	\$2.00	\$1.25												
ED DP	\$11.25	\$9.50	\$7.75	\$6.00	\$4.25	\$2.50														
6	Morgan Hill San Martin Gilroy Gilroy	ED 8	\$38.25	\$32.25	\$26.25	\$20.25	\$14.50	\$8.50												
		ED 10	\$47.75	\$40.25	\$33.00	\$25.50	\$18.00	\$10.50												
		ED MO	\$149.00	\$125.75	\$102.75	\$79.50	\$56.25	\$33.00												

Zone Upgrade (Adult) = \$1.75

Zone Upgrade (ED) = \$1.00

Monthly Bicycle Locker = \$5.50

GO Pass = \$112.75

CALTRAIN PARKING FEE STRUCTURE Effective March 3, 2008

	<u>Daily</u>	<u>Monthly</u>
Base Parking Fee	\$2.00	\$20.00
Bayshore	\$2.00	\$20.00
South San Francisco	\$2.00	\$20.00
San Bruno	\$2.00	\$20.00
Millbrae	\$2.00	\$20.00
Burlingame	\$2.00	\$20.00
San Mateo	\$2.00	\$20.00
Hayward Park	\$2.00	\$20.00
Hillsdale	\$2.00	\$20.00
Belmont *	\$0.00	\$0.00
San Carlos	\$2.00	\$20.00
Redwood City **	\$2.00	\$20.00
Menlo Park	\$2.00	\$20.00
Palo Alto	\$2.00	\$20.00
California Avenue	\$2.00	\$20.00
San Antonio	\$2.00	\$20.00
Mountain View	\$2.00	\$20.00
Sunnyvale	\$2.00	\$20.00
Lawrence	\$2.00	\$20.00
Santa Clara	\$2.00	\$20.00
San Jose Diridon	\$2.00	\$20.00

* Parking is free at Belmont during a pilot program through June 2009

** Parking is free at the Perry Street lot in Redwood City after 6 p.m. and on weekends during a pilot program through Spring 2008.

Customers with monthly parking permits MUST display them on the dash board.

The Parking Fee applies to each automobile or motorcycle. Higher rates are charged at the San Jose Diridon Station during HP Pavilion events.

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michael J. Scanlon
Executive Director

FROM: Ian McAvoy
Chief Development Officer

SUBJECT: **CALTRAIN BICYCLE ACCESS AND PARKING PLAN**

ACTION

Staff Coordinating Council (SCC) recommends that the Board adopt the *Caltrain Bicycle Access and Parking Plan*.

SIGNIFICANCE

The *Caltrain Bicycle Access and Parking Plan* is a vital step towards creating the first master bicycle plan for the JPB. The key recommendations of this plan include parking, access and customer service improvements. These improvements encourage biking and would benefit bicyclists who do not need their bikes on both ends of their trips. According to a 2007 online survey conducted, this represents 205 out of 1512 survey respondents who currently bike to Caltrain. The recommendations contained in this plan encourage increased bicycle access to stations and are supported by the bicycle community.

Also identified in the plan are additional efforts to be pursued by the JPB to address the immediate concern of on-board bike capacity during peak commute hours, an issue that was beyond the scope of the study. The 2007 online bicycle survey showed 1307 out of 1512 respondents said they bring their bicycle onboard, and according to a survey conducted in September 2007, 51 “bumps” were counted during the morning and afternoon peak, in which customers with bicycles were unable to board a train because there was no further capacity for bicycles.

Bicyclists bring their bike on the trains so that they have the flexibility of using multiples stations on their return trips, to make the final leg of their commute trip, and/or make multiple trips throughout the day. Especially in areas where transit is not a viable option, biking can be an efficient mode of transportation.

Additional studies focused on bicyclists who want or need to bring their bikes on the train will be pursued by the JPB. These studies that will provide another step towards creating a bicycle master plan include the following:

- Identifying potential operational solutions (such as providing timely bike capacity information, boarding and alighting protocols for bicycles, and availability of seats in the bicycle car) and;
- Conducting feasibility studies related to bike sharing, a folding bike subsidy program and bike capacity real time information; and
- Continuing to pursue the Caltrain 2015 Program, which is the ultimate solution for increasing capacity for all riders by increasing frequency of service.

The recommendations resulting from these efforts will be considered in the context of an Access Policy to address the needs of all Caltrain riders and guide investment decisions. That policy issue will also be brought forward to the Board at a future meeting.

Finalizing the Caltrain Bicycle Access and Parking Plan and seeking funds to implement the recommendations in the plan, and in parallel, pursuing the efforts associated with addressing the needs of bicyclists who want or need to bring their bikes onboard, is a balanced approach to meeting the wide range of needs identified for and by the bicycle community.

BUDGET IMPACT

There is no impact on the budget. However, implementation of plan recommendations, which include capital improvements and feasibility studies, is dependent on the identification of bicycle grants and funding sources beyond the JPB's existing operating funds and capital program.

BACKGROUND

As Caltrain was realizing the success of its Baby Bullet service and reinvention, and trains were running out of bike space, staff identified the need to balance the accommodation of customers, including the 93 percent of patrons who do not bring a bicycle onboard, as well as a significant 7 percent of passengers who currently bring their bicycle onboard (a number which is likely to grow in the near term). With this observation, staff sought funding from Caltrans to develop a Caltrain Bicycle Master Plan for wayside solutions. In 2007, the JPB received a \$250,000 grant to develop a plan focused on access to and bicycle parking at key Caltrain stations. The scope of the plan was focused on wayside solutions at the stations, a component that had room for additional capacity but had not yet been fully explored.

In August 2008, staff presented to the Board results of the Key Findings of the Caltrain Bicycle Master Plan. Staff provided an overview of the scope of the plan, focused on improving bicycle parking and access to stations, as well as a discussion of challenges driving the need for improved bicycle parking and access. The Key Findings presentation also outlined the stakeholder and public information process to move the study forward, and elements being incorporated into the draft plan, such as recommendations for system-wide and station-specific improvements and fostering better customer service for bicycling patrons. Grounded in recommendations by the bicycle community, staff also proposed re-titling the plan as the *Caltrain Bicycle Access and Parking Plan* to more accurately reflect the scope of work funded by the grant and contained in the plan.

In addition to conducting station workshops, three community meetings and Technical Advisory Group meetings comprised of representatives from the bicycle community, the draft *Caltrain Bicycle Access and Parking Plan* was released for a 30-day review period to seek further input from the public. Summary of the collective comments includes appreciation for the planning effort as a first step to understand the needs of cycling patrons and support for the access and parking recommendations, and also frustration that the scope of the plan was focused on parking and access, and not immediately addressing onboard capacity issues. In reflecting the broader range of comments about not just wayside access and parking but onboard capacity, changes to the final draft include a more robust discussion of what Caltrain is doing to address capacity issues in the short-, mid-, and long-term in the onboard operations chapter; deletion of congestion pricing as a demand-management strategy; and shifting the tenor of the plan from one of managing demand to providing optimal solutions.

Prepared By: Marisa Espinosa, Manager, Planning & Research 650.508.6226
Project Manager: Celia Chung, Project Manager, Bicycle Master Plan 650.508.6388

**The Caltrain Bicycle Access and Parking Plan can be downloaded
at: www.caltrain.com**

RESOLUTION NO. 2008-

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

* * *

**AUTHORIZING ADOPTION OF THE CALTRAIN BICYCLE ACCESS AND
PARKING PLAN**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) received funding from a California Department of Transportation planning grant to develop a Caltrain bicycle master plan for bicycle parking/storage facilities and improved access to stations; and

WHEREAS, the primary goals of the plan were to develop: 1) recommendations for a system-wide bicycle program that includes bicycle parking and access design guidelines, and the administration and marketing of bicycle parking facilities; and 2) recommendations for physical improvements to bicycle parking and access at 10 key bicycle commuter stations; and

WHEREAS, the Staff Coordinating Council has recommended that a Caltrain bicycle master plan for bicycle parking/storage facilities and improved access to key stations, entitled the *Caltrain Bicycle Access and Parking Plan*, be adopted.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the JPB adopts the Caltrain Bicycle Access and Parking Plan.

Regularly passed and adopted this 2nd day of October, 2008 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary