

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

**Minutes
October 2, 2008**

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

MEMBERS ABSENT: N. Ford, K. Yeager

MTC LIAISON: S. Lempert

STAFF PRESENT: M. Bouchard, G. Cameron, J. Cassman, M. Espinosa,
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 10:03 a.m. and Vice-Chair Don Gage led the Pledge of Allegiance.

PUBLIC COMMENT

Bert Rifas, Millbrae, said he is concerned about the recent accident where the train was going slowly through the station and the details of this accident are not apparent in the newspaper article. Secondly, on the external airbags, Mr. Rifas contacted Auto Life regarding working with Caltrain. They are not interested at this time as they are an automobile supplier, but referred him to a competitor that is interested.

Pat Giorni, Burlingame, said that Caltrain is in a huge public relations fiasco and customer service nightmare revolving around the lack of bike car capacity to meet current needs, as evident by the many letters to the editors published in most of the Peninsula papers. Ms. Giorni said last month's mishap of running a consist with no bike cars stranded hundreds of peak period bicycle commuters rather than the daily average of plus or minus 50.

Jeff Carter, Burlingame, said Caltrain should protest the governor's transit funding withdrawal.

CONSENT CALENDAR

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

- a) Approval of Minutes of September 4, 2008
- b) Acceptance of the Statement of Revenue and Expenses, June 2008 – Unaudited

The board approved the consent calendar.

Item 4(c), Acceptance of the Statement of Revenue and Expenses, August 2008, was removed due to public comment.

Public Comment

Bert Rifas said on item 4c the fuel expense is enormous and he has proposed that Caltrain recognize this and make efforts to reduce fuel by removing cars to lessen the load.

The board approved by motion the acceptance of the Statement of Revenue and Expenses for August 2008.

CHAIRPERSON'S REPORT

No report.

MTC LIAISON REPORT

Sue Lempert, said the TransLink card will make its debut on Caltrain in several months. Several agencies are still not on board, including BART, but Muni expects to be on board soon.

The bad news is the transit funding cuts and the MTC voted to transfer \$91 million in toll monies to the BART Warm Springs project from Dumbarton Rail. There needs to be a dedicated source of funding for Dumbarton Rail and staff is looking to identify another source of funding.

Public Comment

Bert Rifas, Millbrae, said there is a need for safety and there needs to be support from the San Mateo County Board of Supervisors and MTC to stop the slaughter on the tracks.

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)

Bruce Jenkins, CAC Chair, reported at the September 17 meeting:

- The September meeting was held at the Santa Clara Police Station.
- A member of the public requested expanded weekend service and an express train.
- Director Art Lloyd and Mr. Jenkins attended the Capital Corridor Joint Powers Board meeting and Coast Daylight meeting, where it was reported that they have authorization to issue a Request for Proposal (RFP) for 27 new cars.
- Marketing Manager Pat Boland gave a presentation on the 2008 Amtrak Customer Satisfaction survey.
- Deputy Director of Rail Transportation Michelle Bouchard reported on the bolster repair, new Bombardier cars, Caltrain performance statistics for August and the proposed fare increase.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported the following:

- Gave condolences to Jeff Carter on the passing of his father.
- Performance Statistics for August 2008 compared to August 2007:
 - a. Total Ridership was 1,188,931, an increase of 10.5 percent.
 - b. Average Weekday Ridership was 44,751, an increase of 13.6 percent.
 - c. Total Revenue was \$4,019,713, an increase of 9.3 percent.
 - d. On-time Performance was 93.5 percent, a decrease of 0.2 percent.
 - e. Caltrain Shuttle Ridership was 6,584, an increase of 22.2 percent.

- Year-to-date Statistics:
 - a. Total Ridership was 2,434,374, an increase of 15.3 percent.
 - b. Average Weekday Ridership was 45,460, an increase of 15.5 percent.
 - c. Total Revenue was \$8,216,324, an increase of 13.8 percent.
 - d. On-time Performance was 93.5 percent, a decrease of 0.2 percent.
 - e. Caltrain Shuttle Ridership was 6,351, an increase of 22 percent.
- Staff has made excellent progress on bolster repair; the five cars that remain out of service should be back in service the week of October 20.
- Five of the eight new Bombardier cars have arrived and three are in service.
- The increases in ridership are consistent with national trends. The American Public Transportation Association (APTA) did a recent survey and more than eight out of 10 transit properties are experiencing significant overloads, particularly during the peak periods. Many of them are considering fare increases and some are even looking at service cuts.
- The Bicycle Access and Parking Plan only addresses a portion of the problem. Staff has devoted a considerable amount of time listening to the bicyclists' concerns. They are our most loyal riders. Staff will proceed with the preliminary work for a modest increase in the number of bicycles that can be accommodated on trains and more importantly consolidate the bikes into one area of the train. Staff has engaged the services of a consultant to develop the technical aspects, the preliminary cost estimates and the sequencing. Staff is also developing an overall policy for bikes and Segways for board approval.
- Staff has written a letter to U.S. Senators Dianne Feinstein and Barbara Boxer in support of federal legislation that will mandate and provide funding for positive train control.
- He regrets having to ask the Board to approve a fare increase. Staff will only be recommending a 25-cent base increase only.
- Over the last two years the governor has diverted more than \$3 billion from public transportation in this state. He said he is bitterly disappointed in budget cuts by the governor.
- Caltrain will be running a 38-train schedule for day after Thanksgiving. This is about 10 more trains than a typical Sunday and will include two trains in each direction to Gilroy and a couple of express service trains.
- Special events include Stanford football, which carried an extra 546 extra passengers on September 20; Giants service for the year carried 358,000 people, which was down slightly from 391,000 last year. Upcoming special events include the Halloween party in the area of AT&T Park; Caltrain will run post-event service and our Transit Police is working very closely with San Francisco Police because crowd control could become a real issue.
- The reading file includes the safety and security report and various correspondence.

Electrification Update

Chief Development Officer Ian McAvoy gave a brief electrification update. Many things that have happened over the last month have set the stage for most of the 35 percent design activity. Staff recently held a meeting to move to the next stage of the project, called phase gate, that goes through all the details of the project and makes sure everyone is in line. A couple of items that were looked at are California Public Utilities Commission outstanding issues, interface issues with VTA and the Transbay Terminal Joint Powers Authority. Staff is in the process of updating the traction power study. The next steps are looking at the power supply issues and working with Pacific Gas & Electric and the San Francisco Public Utilities Commission and closely

aligning with partners to send the message of electrication to the regional, state and federal government.

Director Forrest Williams asked if this work will support High Speed Rail (HSR). Mr. McAvoy said that from day one staff has been very clear that Caltrain's plans do not preclude HSR on the Peninsula.

Public Comment

Pat Giorni, Burlingame, thanked Mr. Scanlon for taking the capacity study and looking at doing it now.

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

Ms. Bouchard said at the last Board meeting there was a public hearing regarding the proposed changes to the codified tariff, the culmination of an outreach process that began in late July and included presentations to the JPB Citizens Advisory Committee (CAC) and public meetings in each of the JPB counties. Additionally, the fare proposal was put on the Caltrain Web site. A total of 37 comments was received and half are for the proposal and half are against. There are basic changes to the Codified Tariff to include TransLink language and replacing the 10-ride ticket with an 8-ride ticket that retains all of the benefits, but will deal with some of the issues with fare media and validator malfunction. Staff recommends the Board accept the proposal for the entire Codified Tariff changes and the 25-cent increase on the base fare.

Public Comment

Tim O'Brien, Belmont, said he opposes a fare increase as it decreases ridership and recommends a parking fee increase.

Jeff Carter, Burlingame, thanked Mr. Scanlon regarding the loss of his father. Currently the monthly pass is honored until noon on the first day of the following month and would suggest it be honored for the full day of the following month and the full day of the preceding month. Mr. Carter said that TransLink doesn't solve any problems with the fares, but there should be a universal Bay Area transit fare and finally in the future do a study on point-to-point fares.

The motion (Gage/Lloyd) to amend the Codified Tariff, approve the 25-cent base fare increase effective January 1, 2009 and add a discounted eight-ride ticket was approved unanimously by roll call.

ADOPTION OF THE CALTRAIN BICYCLE ACCESS AND PARKING PLAN (BAPP)

Marisa Espinosa, Manager of Planning and Research, provided an update on the final plan.

- At the August board meeting staff reviewed the outreach to stakeholders, discussed key comments received and also proposed parallel efforts to finalize the draft and to assess onboard bicycle capacity issues in the context of a future comprehensive access policy for all riders.
- Public comments included immediate solutions to increase onboard bike capacity, support for parking and access recommendations and support moving forward with innovative concepts, in particular, exploring folding bike subsidies, real-time information

as well as bicycle-sharing programs. The proposal for congestion pricing was not well received so the recommendation was removed.

- The recommendations from the final BAPP include increase options for secured parking at stations, consolidate information on the bike program, improve overall customer service for bike-related issues and improve access to station areas from adjacent streets in partnership with cities.
- Three key steps to address onboard concerns are identifying potential operational solutions, including partnering with Mineta Transportation Institute for a best practice study on onboard operation capacity for bikes and boarding and alighting protocols. Staff also proposes moving forward with feasibility studies for innovative concepts identified in the plan.
- Staff recommends the development of a comprehensive access policy to assess the recommendations and understand what trade-offs are needed or what considerations should be taken into account when offering opportunities for increased capacity or other issues arising among one segment of ridership.

Mr. Scanlon said as a point of clarification that he reached the decision yesterday not to pursue the Mineta study.

Ms. Lempert asked how much capacity will be added. Mr. Scanlon said he is not sure about capacity, but that he also wants to focus on the predictability of which car will be the bike car. The worst thing to give our passengers is bad information.

Public Comment

Pat Giorni, Burlingame, said in March 2004 it was decided the San Francisco bicycle station would not be a JPB-operated cost, but handled by an outside party. At that meeting Jeff Carter recommended having the bicycle station named in honor of Cap Thomas who was a long time advocate for Caltrain and very instrumental in getting bikes on trains. In August 2007, Mr. Carter reported that the bicycle facility at 4th and Townsend was opened and asked if there was going to be a naming ceremony in honor of Cap Thomas. Mr. Scanlon said it was a pilot program and could not be named at that point. Warm Planet now operates the bicycle station. Ms. Giorni would like to propose that when the new rail cars are converted for more capacity that at least one be named in memory of Cap Thomas.

Tim O'Brien, Belmont, said he initially was opposed to the bike plan because it didn't solve the problem, but listening to Mr. Scanlon he is very hopeful and encourages the board to approve the plan.

Marc Brandt, San Francisco, said he is concerned about costs and service levels. The bike/train commute is the most cost-effective and staff needs to find ways to get more bikes on the train.

Bob Mack, San Jose, a member of the Technical Advisory Group (TAG), said he is a regular bicycle Caltrain commuter since the first day bikes were allowed on trains. From the very first TAG meeting the overriding theme is the lack of capacity on trains. Mr. Mack would like to commend Mr. Scanlon and staff for taking the bike-capacity study on now and not a longer-term approach to addressing the problem. Caltrain has been a leader in bicycle access and commuting for many years.

Tracy Corral, San Jose, is a long-time Caltrain rider and bike commuter and wanted to commend staff for taking the step forward to increase capacity on the train. A study packet has been distributed to the Board with a couple of newspaper articles relating to the bike plan and copies of letters to editors from people who actually take Caltrain with their bikes.

Bruce, Santa Clara, said his daughter was adversely affected by the bumping. He contacted staff to obtain a copy of the study or data to understand the bumping. No data was available for car selections or inventory. Without properly based data, staff may not have a full handle or at least the public doesn't have a full handle on the operations. He did receive the bump study, but it was limited and suggested having the conductors record how many bikes are bumped at each station to obtain base data.

Paul Goldstein, Palo Alto, board member of the Silicon Valley Bicycle Coalition, thanked staff for their recommendation and supports the plan. The plan fails to address the current high frustration among bicyclists who bring their bikes onboard. He appreciates Mr. Scanlon's remarks and he has clearly been listening to the comments and has absorbed the frustration and appreciates the steps being taken.

George Lane, San Francisco, said he is a daily commuter from San Francisco to Foster City. The Frequently Asked Questions (FAQ) on the Web for bicycles is excellent and thanked Caltrain staff for posting it. There are some questions in the FAQ that need clarification. For example, Caltrain states overall bicycle capacity will improve with increased frequency, but Caltrain has reduced capacity since the Bombardier cars were put in service.

Jeff Carter, Burlingame, appreciates the fine work staff did on the plan and is encouraged by Mr. Scanlon's comments. Mr. Carter said a friend was on Train 277 on September 24, which left 30 bikes behind between San Jose and San Mateo, including 18 bikes in Palo Alto.

Steve Vanderlip, San Mateo, said Caltrain is the leader with bikes on board and this needs to be continued by finding ways to increase bikes onboard capacity.

Allen Takahashi, Sunnyvale, said he is against the adoption of the bike plan and it is biased towards even having bicycles onboard. Caltrain needs to seek funding for increased capacity. There is no recommendation in the plan for bike boardings and the survey was taken in February which is the lowest month of ridership.

Gladwyn d'Souza, Belmont, left the meeting, but left these remarks on his comment card. Public funds support Caltrain because of the good results from reduced congestion and pollution. The plan is a connection nightmare for public transit. Bikes can bridge the gap, but only if you have a bike with you. Leaving riders behind means the public loses as more drivers are added to an unsustainable air and water basin.

Shirley Johnson, San Francisco, with the Bikes on Board project of the San Francisco Bicycle Coalition (SFBC), said at last month's JPB meeting she delivered a petition with over 1,000 signatures of people who are interested in increasing bike capacity on Caltrain now. Today she delivered a petition with additional 1,600. The SFBC supports the plan for safe bike parking and

improved station access, but they would like the implementation postponed until the real problem of insufficient bike capacity on Caltrain is solved. Caltrain could solve this problem by removing 400 seats to make space for bikes. She said 400 seats is about what was missing when the gallery cars were out of service. If Caltrain takes out 400 seats for bikes the customer satisfaction would skyrocket. Ms. Johnson appreciates that Caltrain is looking into taking out seats to increase bicycle capacity and that the bicycling community looks forward to working with Caltrain to meet today's current demands..

Andy Thornley, SFBC, said he is encouraged to hear Mr. Scanlon's statements about looking into liberating more capacity for bicycles on board. Mr. Thornley distributed a sheet with questions, including preparing a timeline and a cost, labor and materials per car for removing seats to increase the onboard bike capacity. He hoped that staff would bring all this information back to the Board at the next meeting.

Emily Hunter, Belmont, said real-time capacity information would be helpful, but does not solve the overall bike-capacity problem. Bike sharing does not seem viable because of the probable day-to-day use of the shared bikes. Ms. Hunter recommends removing seats from one passenger car in each train and replacing them with 32 bike spaces. Thanked Mr. Scanlon for his encouraging remarks and for taking a step in the right direction.

Jeffrey Oldham, San Jose, said increasing onboard bicycle capacity lowers the per passenger costs.

Benjamin Damm, San Francisco, commutes to Redwood City. Mr. Damm distributed photos that show the bike capacity full before leaving San Francisco and yet there are still plenty of empty seats. He said some of these seats could be removed on all or specific trains to improve the situation.

Mike McQuaid, San Carlos, said he has never seen a bicyclist bumped and he rides with his bike. Mr. McQuaid supports the idea of a study that would look into how many people are actually bumped. He recommends that there be an organized queue line to avoid confusion. Staff has done a great job and Mr. Scanlon is right on with his earlier recommendation for short-term improvements.

Paul Wendt, Belmont, has been a Caltrain rider since 1982. Not much has been said about the bicyclist arrested last week. He understands the conductor has the authority and the passenger should have listened, but believes the conductor was abusing his authority and should have used more common sense.

Eric Reed, San Francisco, said he just recently started commuting with his bike on Caltrain. He has gone a few months without being bumped and realized what a great means of transportation Caltrain is. Mr. Reed sees a big change in the landscape of what public transportation can be and where it is going.

Corinne Winter, Executive Director of the Silicon Bike Coalition, feels it is critical that Caltrain continue to look at the onboard capacity issue. She commends Mr. Scanlon and Ms. Espinosa on

the work on the plan and has already started working with staff on a bike sharing plan throughout the Peninsula.

Board Comment

Director José Cisneros commended staff on the plan and the executive director on his comments on where we might be able to go next. He thanked the public who came to voice concerns, opinions and support for working together. This is a situation where we have the blessing of being a very popular means of transportation and that is a great place to be. He said he looks forward to what can be learned from further studies and work on how we can continue to serve everybody that we possibly can.

Ms. Lempert thanked Mr. Scanlon for his work and for listening to the public.

Director Jerry Hill said the bike riding commuters have been very patient over the years. This is a difficult issue and he is glad people want to get out of their cars and use public transit. Director Hill is encouraged by Mr. Scanlon's comments and the emphasis and efforts that are going to be taken with the study to increase onboard capacity.

Vice-Chair Gage said facts are needed to make service changes. As facts are gathered staff needs to look at the number of commuters riding and the time they are riding. There is a need to balance the commuting folks along with the bicyclists and look at all the factors.

Mr. Scanlon said the bicycle capacity issue is during the peak periods and staff is out looking at the problem now. Chief Operating Officer Chuck Harvey, Ms. Bouchard, Ms. Espinosa and Special Assistant to the CEO Mark Simon were recognized for advocating in making this type of movement.

Director Williams asked if there is an option of smaller seats on the trains.

Chair Hartnett said everyone would like more capacity with less frustration and better predictability. The capacity issue is not just bicyclists. The study will generate some capacity, but not sufficient for the growing demand of the bicyclists. The larger issue is staying in business with the structural deficit that isn't going to be solved by increasing capacity for bicyclists. There are some major issues to deal with, and the plan is an important one, but as much as staff is going to try, he said he doesn't see in the short-term being able to accommodate the expectations of all bicyclists.

The motion (Gage/Lloyd) to adopt the Bicycle Access and Parking Plan was approved unanimously by roll call.

Chair Hartnett thanked all the speakers for their remarks, e-mails and letters received and communications to staff, both today and in connection with the public outreach process.

CORRESPONDENCE

Provided in the reading file.

BOARD MEMBER REQUESTS

None.

REPORT OF LEGAL COUNSEL

No report.

Mr. Scanlon said if things go as expected during the upcoming election this could be Director Hill's final meeting and asked that he come back at a later date for the appropriate outgoing recognition.

Director Hill thanked everyone and said is very proud to sit on this Board. If he does win the election in November the Board and staff has his commitment that he will work toward the regional funding source that is necessary to sustain this and almost every public transit system in this region and the state.

Director Hill thanked staff for providing recycling bins throughout the Caltrain system.

DATE/TIME/PLACE 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.

ADJOURNED

Chair Hartnett asked that the meeting be adjourned in memory of Jeff Carter's father.

Adjourned at 11:50 a.m.