

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

**Minutes
August 7, 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, A. Chan, M. Espinosa, V. Harrington, C. Harvey, R. Haskin, R. Lake, M. Martinez, I. McAvoy, D. Miller, M. Scanlon, M. Simon

Chair Jim Hartnett called the meeting to order at 10:01 a.m. and Vice-Chair Don Gage led the Pledge of Allegiance.

PUBLIC COMMENT

Jeff Carter, Burlingame, said he is increasingly concerned about the inability of Caltrain to provide decent service to special events. On Sunday, June 29, there was the Pride Parade in San Francisco, a bike race in Burlingame and a Giants/A's game in Oakland. Trains were jammed-packed, running 10-15 minutes late and only five-car trains. There was one four-car train that left San Francisco at 6 p.m. and about 100 people waiting in Millbrae who could not get on the train.

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said the High Speed Rail (HSR) route from Merced to Gilroy up to San Jose and via the Caltrain corridor to San Francisco was adopted and Proposition 1 is on the ballot for November. AB3034 for HSR has gone through most of the Assembly and Senate process and needs a two-thirds vote.

Doug DeLong, Mountain View, requested that Caltrain consider increasing peak-hour capacity by approximately 20 percent by implementing a revised service pattern that would consist of three trains every half hour stopping locally at approximately one-third of the distance. This pattern would provide two trains per hour at every station and restore service at Broadway and Atherton and six trains at higher profile stations every hour. Although Caltrain's growth figures are good, they are actually lower than many other transit properties.

Bert Rifas, Millbrae, distributed a letter to the Board. Mr. Rifas said the Board has ignored the fuel saving possibilities that he has written about based on a flimsy presentation by management.

Pat Giorni, Burlingame, said that she found a page on the Caltrain Web site about a bicycle advisory group at the beginning of the year and has not been able to find it again. At the April 3 meeting she asked that she be informed of when and where the group meetings are held as she has a desire to attend the meeting. At that time she was told by Michael Scanlon, Executive Director or Ian McAvoy, Chief Development Officer, that someone would get back to her. Ms. Giorni received an e-mail from Michelle Bouchard on June 20 regarding the group and was informed that the agenda is not published and no minutes are taken because the meeting is not public. Ms. Giorni distributed information to the Board about what other transit agencies do with their BACs.

CONSENT CALENDAR

Chair Harnett requested that Item 4(l) be pulled for separate discussion.

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

- a) Approval of Minutes of June 5, 2008
- b) Acceptance of the Statement of Revenue and Expenses, May 2008
- c) Information on the Statement of Revenue and Expenses, June 2008
- d) Approval and Ratification of the FY 2009 Insurance Program
- e) Authorization to File a Transportation Fund for Clean Air (TFCA) Regional Discretionary Grant Application in Support of the Caltrain Shuttle Program in the Amount of \$1,000,000
- f) Authorize an Amendment to the Use, Operating, and Maintenance (UOM) Agreement with Bay Area Rapid Transit District for the Millbrae Intermodal Station
- g) Authorize a Second Amendment to the Bylaws of the Caltrain Centralized Equipment Maintenance and Operations Facility (CEMOF) Monitoring Committee
- h) Award of Contracts to Ross Financial-Robert Kuo Consulting, LLC and PFM Group to Provide On-call Financial Advisory Services for an Aggregate Not-to-Exceed Cost of \$500,000 for a Three-year Term
- i) Award of Contracts to Ross Financial-Robert Kuo Consulting, LLC, the PFM Group and AECOM Consult, Inc. to Provide On-call Financial Analysis Services for an Aggregate Not-to-Exceed Cost of \$250,000 for a Three-year Term
- j) Award of a Purchase Order to Safetran Systems for the Purchase of DTX Consoles and Associated Equipment in the Not-to-Exceed Amount of \$70,000
- k) Authorize Issuance of Information Technology Related Purchase Orders to Vendors Under Cooperative Purchasing Agreements for FY 2009 an Aggregate Not-to-Exceed Amount of \$900,000

Chair Harnett said that in the reading file there is a revised staff report for item 4(l) with revised language. Mr. Scanlon said that the revised staff report fixed a formatting problem.

- l) Authorize Execution of Purchase Orders of Over \$50,000 for Payment of Recurring Information Technology Maintenance and License Renewals for FY 2009 for an Aggregate Not-to-Exceed Amount of \$700,000**

The Board approved this item as revised.

CHAIRPERSON'S REPORT

No report.

MTC LIAISON REPORT

Sue Lempert, said that last month the MTC approved its 2035 Plan, which allocates funds to projects on a four-tier system. In Tier 1, projects are completely funded; Tier 2, projects are almost funded; Tier 3, the project is listed but its funding is precarious; and Tier 4, the status of the project is in trouble. The Transbay Terminal was dangling in Tier 4, but with a big push from a representative from Mayor Newsom and a lot of politicking from San Francisco a big part of the project is in the plan. A decision to delay Dumbarton Rail is less encouraging. The MTC staff has proposed shifting \$91 million from the toll money funds for Dumbarton Rail to BART for the Warm Springs project, which is short of cash, with payback from the Alameda County Transportation Authority funds. The commission was asked to delay a decision until they heard from the Dumbarton Policy Committee. The Committee met a couple of weeks ago and the vote was 9-3 to ask staff not to follow through on this, but to make sure that funds were available for Dumbarton Rail when it was ready to go. The last item was Caltrain Electrification which was not discussed that much and is in Tier 3. MTC is fully willing to support this and everyone realizes that electrification is no longer an option and is a must for the environment and fuel costs. The problem has been contributions from the members and there has been reluctance from a couple of partners to put forth their share. MTC will not fully embrace the electrification project until each partner commits to their full share, and then it will be moved up to Tier 2.

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)

Bruce Jenkins, CAC Chair, on behalf of his colleague, Paul Bendix, and himself, both of whom were reappointed to the CAC, thanked the Board members for their confidence.

- At the June 18 meeting, Marisa Espinosa, Manager of Planning and Research, gave an update on Caltrain Bicycle Master Plan.
- Michelle Bouchard, Deputy Director, Rail Transportation, explained the defects on the truck bolsters and the actions taken by Caltrain and the other agencies.
- Newly appointed Public Information Specialist Tasha Bartholomew will be attending the CAC meetings.
- The July 19 meeting was cancelled and the next meeting is August 20.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported the following:

- Performance Statistics for June 2008 compared to June 2007:
 - a. Total Ridership was 1,146,194, an increase of 16.9 percent.
 - b. Average Weekday Ridership was 44,079, an increase of 16.6 percent.
 - c. Total Revenue was \$3,928,321, an increase of 17.0 percent.
 - d. On-time Performance was 87.8 percent, a decrease of 5.9 percent.
 - e. Caltrain Shuttle Ridership was 6,537, an increase of 23.9 percent.

- Year-to-Date Statistics:
 - a. Total Ridership was 11,961,717, an increase of 8.9 percent.
 - b. Average Weekday Ridership was 37,849, an increase of 8.6 percent.
 - c. Total Revenue was \$40,112,604, an increase of 15.1 percent.
 - d. On-time Performance was 92.9 percent, a decrease of 2.2 percent.
 - e. Caltrain Shuttle Ridership was 5,457, an increase of 9.1 percent.

- The reading file contains the monthly Safety and Security report and various other items.

Bolster Repair Update

Chuck Harvey, Chief Operating Officer, said that since the last meeting staff has been working diligently on the repair process and returning the cars to revenue service. Amtrak staff worked with Caltrain staff and rail car engineering consultants and, thus far, 10 cars were put back into revenue service. The removal of cars has had a dramatic impact on the service reliability and came at a time of record ridership in May and June, resulting in severe overcrowding on many trains and increased station dwell times to respond to the loading and unloading of passengers, bikes and persons needing assistance. Approximately 6 percent of the on-time-performance drop is due to dwell time. Staff was able to locate two sources for bolster repair and emergency purchase orders were issued. Eight of the 18 bolsters have been repaired and returned. Trucks have been reassembled and five cars have returned to service in the last two weeks. The next eight bolsters will be back in early September and will be able to return the other five cars to service. This will leave two bolsters, which are the spare trucks. Staff is working with the supplier of the bolster and car on the failure analysis of the parts. The Columbus Casting Company has issued a service bulletin that staff will follow and will require the upgrade of the remaining 22 bolsters that have not experienced structural cracks in the car sets. This work will be done on a more routine basis so that it will not impact car availability. The first of the eight new Bombardier cars that were purchased was accepted, is in shipment and will arrive in August. By October the service will be back to normal with new cars in service.

Public Comment

Shirley Johnson, San Francisco, said she just heard the results of an excellent experiment. There were 2,500 fewer seats in June compared to May because 10 Gallery cars were out of service, but ridership increased from May to June. This is exciting and means that seats can be removed to make more space for bikes and walk-on passengers. Caltrain has mismatched demand. On most trains there is too little bike space and too many seats. Bicyclists get bumped, walk-on passengers, even those who drove to the station, all get on. But now it is proven that removing 25 seats will not decrease ridership it will increase it because there are 2,500 more bicyclists on the train everyday. Please take out more seats for bicyclists.

UPDATE ON CALTRAIN BICYCLE MASTER PLAN

Marisa Espinosa, Manager, Planning and Research, said today's presentation will update the Board on the results of public meetings, provide key findings and recommendations and offer some next steps in terms of releasing the draft plan, finalizing the plan and returning to the Board in October with a final draft for consideration. Staff wants to make the presentation in October in order to allow more time for public comment on the draft plan.

- The Caltrain Bicycle Master Plan received a grant from the Federal Transit Administration in 2007 to study wayside facilities and parking improvements to expand access by bicyclists to Caltrain.
- Key constraints with today's existing conditions are the emphasis on safety, minimizing trip and dwell time, maximizing on-time performance and maintaining flexibility.
- The scope focus of the Plan has been to get more people to bike to the station, encourage people to park at the stations and to provide innovative ideas to manage on-board demand on the wayside.
- About 8 percent of riders access stations via bike and this includes approximately 6 percent who bring their bikes on-board and 2 percent who park their bikes at the station. A significant number take transit and walk to the station.
- The long-term solution is for increased overall service, which will improve access to the system for all passengers.
- The current bike protocol and practice is very progressive. Passengers are not charged for bringing their bikes on board and there are no peak-hour restrictions. Depending on the type of car, Gallery or Bombardier, there are between 16-32 spaces.
- The 6 percent of passengers who bring their bikes on-board the train present a capacity issue as the trains routinely run out of space to accommodate bicycles. The goal of the plan has been to increase beyond the 2 percent of weekday passengers who park their bikes at the station as an opportunity for long-term access and getting more people to the system via transit. About 2 percent of bicyclists who bring bikes on board get bumped, according to data from a one-time survey conducted in Fall 2007. Approximately 52 people were bumped during the peak period, according to the survey.
- Bicyclists want to bring their bikes on-board to complete the end of their trip or use multiple stations. Bicyclists want to hear about information on on-board capacity to plan their trip and want safe and convenient access and parking options at the stations. This was a key area that staff explored. With the opening of the new bike parking facility at 4th and King, 27 percent of the bike facility users used to bring their bikes on-board.
- Staff completed an extensive public comment process. A Technical Advisory Committee was convened and conducted a series of meetings with staff. Staff reviewed a series of public and on-line surveys. Data was collected about bicyclists needs and travel behaviors. A series of public workshops were conducted focusing on the top 10 stations for bicycle traffic. There was strong concerns for parking and access for six of the stations.
- In July, staff made public presentations on key findings from all of the data collection efforts. The public was provided opportunities to give their comments on the key findings. The draft will be released on Monday, pending Board approval.
- Within the scope of the bike plan and focused on current wayside solutions, staff is proposing to sustain the current bike protocol by not charging to bring bikes on-board and not provide peak hour restrictions; study the feasibility of a folding bike subsidy and bike sharing programs; explore managing demand through pricing; and increase service frequency as a long-term planning solution; conduct a study to determine the feasibility of providing daily information real-time information about train/bike car configurations and on-board bike capacity; provide secure bicycle parking; improved access to station areas from adjoining streets; and create opportunities for more responsive and consolidated information from customer service.

- Public comment included an appreciation of the current bike protocol, the planning effort and the public outreach process. Frustrations included the scope of the study did not include immediate plans to expand on-board bike capacity, the pressing problem of bicyclists getting bumped and on-board bike capacity information to plan their trips.
- Staff received strong support around the access and parking recommendations and for studying and identifying funding for the innovative concepts for providing real-time information, bike sharing opportunities, folding bike subsidies and demand management strategies around congestion pricing.
- Staff would like to propose to the Board two parallel efforts. The first is to build on the public support and finalize the planning effort and to call this plan “Caltrain Access and Parking Plan,” to more accurately reflect the plan’s scope as provided by the grant and focus on implementation of the extensive recommendations in the plan, and to conduct feasibility studies for the innovative concepts. Staff wants to address the public’s frustration by developing a comprehensive access policy.
- The draft Plan will be released on August 11. The final round of comments will be due on September 9 and the final Plan will be brought to the Board at the October 4 meeting.

Vice-Chair Gage asked if seats were removed for more bicycle capacity would it trigger an Environmental Impact Report (EIR). Legal Counsel David Miller said he did not believe so. Vice-Chair Gage said that this is something we should know in advance and it might be an 18-month process with public hearings and asked Mr. Miller to follow-up next month.

Ms. Lempert said the bicyclists’ real concern is being able to take their bikes with them so they have transportation both ways. Staff should work with the various bike groups to help develop a shared bicycle plan, although the problem is that people might steal the bikes. Maybe some of the bicycle groups might volunteer to watch bikes at some of the stations. Ms. Lempert said it is unrealistic to remove seats from the train for more bicycle capacity if it is being done at peak hours. BART allows bikes, but not during peak and this is a big thing that Caltrain is doing.

Ms. Espinosa said that staff met with people from the Silicon Valley Bike Coalition (SVBC) and the San Francisco Bike Coalition (SFBC) to discuss working together on a bicycle sharing program. This would need to be a strong program and that is why feasibility studies were recommended to see how a successful model would be implemented.

Director Ken Yeager asked if there is ever a point, particularly during peak, where the train is actually full of passengers that no one else can get on and how often does this happen. If seats were taken out for more room for bicyclists how does this impact the overall capacity of people on the train.

Ms. Bouchard, said that there are about 80 Giants games and nearly everytime there is a game in San Francisco there is a point on trains where people cannot fit in the doorway. On an everyday basis there are peak period trains where there are standees in the aisles and every seat is full. This is a very complex issue because staff is looking to balance the needs of all customers.. Passengers who are riding, biking, walking to the stations all need to get on the train. Right now about 1,000 seats have been removed to accommodate bicyclists. The issue with taking more

seats out is increased dwell time. The more bikes that get on the harder it is to keep the train operating on-time.

Director Yeager appreciated the presentation that was given and the issues about addressing some of the public's frustration are right-on and this Board has not had a discussion of these competing priorities, on-time performance or trying to accommodate the bicyclists.

Vice-Chair Gage asked if there was any discussion about people being frustrated who got bumped off a train with a bike and scrambling to get in line for the next train at the public meetings.

Ms. Espinosa said there is a lot of frustration, and in particular, with certain stations not having bicycle parking available to accommodate customers when there a bike car is full. Staff looked at parking availability close to where the bike boarding is.

Chair Hartnett said that this is an informational item only and speakers will be limited to two minutes. The Board has been hearing about the public frustration, not just today, and has received e-mails and other comments, As the report indicates the Board does want to address this frustration and know it needs to be dealt with over time.

Public Comment

Andy Thornley, San Francisco Bike Coalition (SFBC), on behalf of the 9,500 members and 100,000 in Caltrain's service area, asked that the Board direct staff to prepare a real bicycle master plan for Caltrain, one which does not leave out bikes on board. Caltrain must plan to maintain the current service level and make it reliable and consistent. Caltrain must plan for growing the service to meet the growing demand. The SFBC has submitted its comments on the unseen draft plan and in lieu of Caltrain's plan the SFBC has developed its own draft plan for bicycle carriage on Caltrain prepared by volunteer members of the SFBC and bicyclists on the Peninsula. Bikes on board is not a special favor for a fringe customer, but it is more efficient, least burdensome trip accommodation for Peninsula travel short of walking to and from the station.

Timothy Busto, California Bike Coalition, said he is a full-time bicycle commuter. Bicycling and transit use are hot now. Transit is jumping and this is not the time to ignore or maintain the status quo for bikes on Caltrain, but a time to increase the numbers of bikes on trains. We know that there are other riders and don't want to negate their needs, but bicycling is the best bet for your money. Please consider increasing bicycle ridership on Caltrain.

George Lane, San Francisco, said he has been commuting from San Francisco down the Peninsula on Caltrain for three years with his bike. Caltrain is a world leader in multimodal transportation and has had great success with on-board bike capacity increases in the past. The current plan does not set a vision for retaining and expanding this popular service. Other transit agencies, such as Houston's buses, Boston's commuter rail, Salt Lake City's commuter and light rail, Portland's light rail, are experiencing similar record growth use and overcrowding for the bicycle carriage services. Money is always cited as the reason not to do something. Retrofitting current trains to have more bikes would cost money. But, Caltrain's experience, as described in

the 1995 Federal Highway Administration Report stated that “more than half of the recent ridership jump of 7 percent was attributable to bicyclists. The initial \$30,000 investment by San Francisco County plus \$30,000 from Caltrain to expand capacity was repaid in farebox revenue within six months.” Mr. Lane said that bicyclists have been a consistent and strong presence since 1992 and planning should allow more bikes and no bumps.

Shirley Johnson, San Francisco, said that she has been bringing her bicycle on Caltrain five days a week for eight years and it is a fabulous service. The Caltrain Bike Master Plan misses the point because it does not include bikes on-board trains and changing the name is not going to help. Ms. Johnson is leading the SFBC Bikes on Board project that was copied on over 100 e-mails to Caltrain. Every one of the e-mails wanted more bike space on Caltrain. Ms. Johnson read a few comments that she received.

Darryl Skrabak, member of the SFBC, asked if any of the Board members remember Cap Thomas. Mr. Thomas got bicycles on Caltrain. Mr. Skrabak attended the public comment meeting in San Francisco and he is dismayed at the reception bicyclists received from staff and if Mr. Thomas was still here this conflict wouldn't be happening.

Ethan Tabachnick, San Francisco, said he purchases a monthly pass and has been riding Caltrain with his bike for about 1 ½ years. For about a year it was very regular and easy. Mr. Tabachnick said it is about simplicity. The simpler it is kept the more he will ride and the more complex it gets the easier it is to get in his car.

Brad Hedstrom, Foster City, works for Applied Biosystems and does not use Caltrain to commute as he lives and works in Foster City. He is part of a research and development leadership organization responsible for 400 employees in Foster City who come from all over the Bay Area and he manages a budget of over \$150 million year. Mr. Hedstrom said that a lot of people in his organization commute on Caltrain and many bring their bikes. Applied Biosystems subsidizes the Caltrain passes and provides shuttles, but unfortunately research and development is not a 9-5 job and the staff needs the flexibility to be able to come early and stay late and take their bikes on-board. Bike parking at the stations does not provide the flexibility that his employees need.

Allison McGilligan, Menlo Park, is a Stanford student and commuted from San Francisco to Palo Alto five days a week. Three weeks ago she moved to Menlo Park because she could not deal with the unpredictability and stress of constantly being bumped off the train. Reliable bike space is critical for people who need their bikes at both ends and need the flexibility, especially at off hours. Bikes are a simple solution and accommodating cyclists is a real efficient way to grow ridership and prevent people from moving.

Winnifred Homer-Smith, Burlingame, said she is a third-generation Caltrain commuter from Burlingame to San Francisco and really like the bikes on-board program. She wanted to reiterate that the bikes on-board needs to be included in any comprehensive bicycle plan and bicyclists put very little impact on the transit system. The demand for bikes on-board far exceeds current capacity today and is growing rapidly. She said that the innovative concepts in the plan don't solve the same problems that bikes on-board do. The subsidizing of folding bikes sounds nice in

many ways, but folding bikes are already getting bumped because of inadequate luggage rack capacity on Caltrain.

Emily Hunter, Belmont, said she is a new cyclist and devoted Caltrain commuter. One of the qualities that makes Caltrain preferable to driving in traffic is its predictability. Trains stay on schedule and most riders will always find space on any train. However, because of insufficient bike capacity Caltrain can not guarantee cyclists the same chance to board. Ms. Hunter joined the ranks of the other unhappy customers when she was bumped from her usual morning train last month on a Spare the Air day. After paying for her ticket, she was unable to board the train due to lack of bicycle space. This incident not only caused her to waste money on a validated 10-ride ticket, but she was forced to spend a Spare the Air day commute in her car. Ms. Hunter asked that the Board respond to the expanding customer base of cyclists by increasing bike capacity on Caltrain. Passengers health, the environment and Caltrain's reputation depend on it.

Tim O'Brien, Belmont, said he is a recreational bike rider, but has the same commitment as everyone else and may bump someone needing to go to work. Mr. O'Brien feels bad for those that have to stand, but he has stood on Muni, SamTrans, BART and the train.

Jeff Carter, Burlingame, said he appreciates the work that staff has done on the plan, but it is only a partial plan. Having more bike capacity at the station is not always practical. Mr. Carter said that capacity needs to be increased for both bikes and regular passengers. Electrification is coming, but Caltrain cannot afford status quo because the demand is here now. Something needs to be done to get more cars and if the money is needed staff needs to go to MTC to ask for the money to buy cars. Staff cannot wait seven years for electrification because Caltrain will self-destruct under its popularity and destroy its reputation. When people are bumped off a train they may have to wait an hour or more. If there were more bike cars it could possibly decrease the dwell time.

Pat Giorni, Burlingame, distributed handouts to the Board from e-mails and blog statements that were made by people who attended the bike public meetings. The level of frustration concerning the lack of bike car capacity is what brought people to these meetings. Ms. Giorni said they are not hearing from people from Santa Clara County as they don't know about the plan. Ms. Giorni was at a Congestion Mitigation and Air Quality (CMAQ) meeting last week and the committee would like to look at the draft plan and comment on it before the comment period closes. This committee doesn't meet until the last Monday of the month and would like staff to expedite to City/County Association of Governments of San Mateo County (C/CAG) so they can take a look at it.

Sean Rhea, San Francisco, said he commutes from 4th & King to Mountain View daily and takes the bullet trains. Mr. Rhea said he has never heard a non-cyclist commuter say "all these cyclists just bumped me from the train and the conductor is even rude about it." Mr. Rhea says he hears cyclists say this every single time when he boards the bullet train in the morning and evening. He is lucky that he gets on at Mountain View and as long as he gets to the station five minutes early he has no problem getting on. If bicyclists board at Palo Alto they are pretty much out of luck. Mr. Rhea would like to take issue with the numbers staff is presenting. He has never seen

a non-cyclist refused service from a commute hour train. Bicyclists are being bumped from every train during commute hours.

Gladwyn d'Souza, Belmont, said he is a board member of Sustainable San Mateo County, Chair of the San Carlos/Belmont Sierra Club and a member of the Belmont Green Task Force Transportation Committee. He asked that bicyclists stop being bumped on Caltrain. Bikes are a critical connection for commuters. Mr. d'Souza asked how Caltrain proposes announcing the release of the plan, i.e., newspapers, Take Ones, the Web site, conductor announcements on trains or other means.

Benjamin Damm, Redwood City, said he is a daily Caltrain commuter. Without Caltrain's bikes on-board service he would have never moved to the Bay Area. The service is brilliant, but unreliable so he encourages the Board to work with the cycling community to show leadership in what may be the preferred transportation technique of our future.

Jonathon Dirrenberger, San Francisco, said he has been commuting on a bike for about a year from San Francisco to Palo Alto. Caltrain has done a great job for bikes in the past and he is very impressed that the Board wants to hear the public. Mr. Dirrenberger hopes the Board continues to listen to the public. He knows that the bicyclists are a small percent, but that number will grow. The real solution is keeping it simple by adding bike capacity. Since dwell time is an issue, only allow cyclists and their bikes board on their own car and move the pedestrians to the other cars.

Director José Cisneros thanked all the speakers for their input and staff for all their hard work and look forward information on this topic. Director Cisneros said that in the report and from the speakers was the request for real-time information and the varying capacity among the equipment. He would like to see in the report how this could interface with the real-time information and capacity issues.

Director Yeager appreciated all the comments and compliments. What is really before the Board is the parking and access plan and he hopes that the bicycle riders will focus on the report when it is issued. There are a lot of different issues involved here and many wish the Board was addressing another issue, but for today staff needs to figure out about parking and access. Director Yeager asked Mr. Scanlon when staff will be able to look at the more general bike on train issues and if there is a preliminary timeframe.

Ms. Lempert left at 11:28 a.m.

Mr. Scanlon said Mr. McAvoy was at a conference with the Silicon Valley Bike Coalition recently and has been speaking to people at the Mineta Transportation Institute.

Mr. McAvoy said the conference was very eye-opening in terms at looking at all of the different options. The Mineta Transportation Institute has a focus on these types of access issues and they expressed an interest in working with Caltrain and the bicycle community to deal with some of the technical issues that need to be addressed. Hopefully over the next couple of weeks staff will

receive some type of outline scope to see if it will work as a mutual effort and if all goes well will have more information by the end of the year.

Director Yeager said that the Board looks at issues and how they affect Caltrain itself, i.e., ridership and on-time performance, but it is important to look at the general goals for Bay Area transportation and the environment. If Caltrain can be the major player to encourage people to not take their cars to the station and take their bikes on-board these are goals that work for all the Bay Area.

Director Forrest Williams would like to compliment everyone for the input received today. Director Williams would like to see the mission and the parameters that were set for the mission juxtaposed to increase bicycle capacity and see what to change on the paradigm. Maybe on-time performance is not the primary issue because of the environment and the efforts may require the Board to take a second or third look for the optimum point to get as close to the target as compared to meeting the needs of most people.

Director Art Lloyd said one comment bears short-term merit and that is restricting the bicycle car during the rush hour to just boarding and deboarding of bicyclists and asking the other passengers to use the other cars. This would be only during the peak hours, but it does have short-term merit and asked staff to research this.

Director Jerry Hill thanked all those in attendance and also for maintaining their diligence on this issue. This plan needs to accommodate the bicyclists' wishes and goals. Director Hill asked if the plan will apply to the new vehicles and trains through electrification.

Mr. Scanlon said that the plan that was looked at today was strictly about access and wayside issues. The plan that will be laid out for the future of the railroad will be more about capacity. In the past six months gasoline prices have spiked and so has ridership and bicyclists. This is a positive for the Bay Area to have this problem as people are responding to protecting the planet.

Vice-Chair Gage thanked everyone for attending and doesn't want to see this Plan be piecemealed. There are physical constraints on the lines and Caltrain can only run so many trains. All of these things need to be looked at. When this is discussed, all the parts of this need to be looked at one time so the Board can get the entire concept of what the problem is that is trying to be solved.

CALTRAIN ELECTRIFICATION/2015 UPDATE

Mr. Scanlon said that due to the lateness of the hour and the fact that this is a critical discussion for this Board and the future of this railroad, he is asking the Board to move this item to the September agenda.

Chair Harnett agreed that the Board needs time to hear this presentation and discuss.

Mr. Scanlon encouraged the bicyclists to attend next month to hear this presentation.

CALL FOR A PUBLIC HEARING ON SEPTEMBER 4, 2008, FOR CONSIDERATION OF A FARE INCREASE TO HELP OFFSET HIGHER FUEL COSTS

Chair Hartnett clarified that today is not the public hearing, it is just to set the public hearing for public comment.

Public Comment

Jeff Carter, Burlingame, requested that the Board offer as part of the fare increase package the option of exploring point-to-point pricing which would make the system friendlier to people who have to cross zone lines at adjacent stations. Mr. Carter said it is very inappropriate to have to pay the same fare to go from San Bruno to Millbrae as someone who goes from Redwood City to San Francisco.

Mr. Harvey said there is one clarification on the staff report. Staff is proposing the addition of an 8-ride ticket, which may address some of the issues with the current 10-ride ticket, but will maintain both of these tickets in the tariff and determine the proper way to implement either a 10-ride or 8-ride at a future date.

Chair Hartnett asked if it will be possible to do both the electrification presentation and the public hearing at the next meeting. Mr. Scanlon said there will be adequate time for our customers to comment.

Chair Hartnett asked if the public hearing for the fare increase could be bumped a month. Mr. Scanlon said that needs to be kept in this timeframe to be able to implement a fare increase on January 1, 2009. Mr. Miller suggested possibly starting the September meeting earlier. Mr. Scanlon said staff will get back to the Board on a possible time change for the September meeting.

The motion (Williams/Lloyd) to call for a public hearing on September 4 was approved.

APPROVAL OF FY 2009 CAPITAL BUDGET OF \$150,774,900

Vice-Chair Gage suggested since there are no major changes from the preliminary capital budget if staff could highlight the outstanding areas.

April Chan, Director of Capital Program Support, said the capital budget presented at the June meeting has only one change and it is an additional project to install mini-high platforms at selected Caltrain stations. The total project cost is \$825,000. The funding for this project is coming from MTC's Federal ADA Program and has been earmarked for this project and the matching funds will come from the contingency fund which was already included in the FY09 budget as proposed. This is not adding any additional contribution from the three partners.

As proposed the total FY09 capital budget is \$150.7 million and the local match required from each of the partners is \$3.55 million each, and as discussed at the last meeting, the contribution has been confirmed with each of the partners. The Valley Transportation Authority's (VTA) proposed share is \$2.8 million and VTA is scheduling an action item at its October Board meeting to provide the additional matches. The total match received from the partners will be \$120 million in federal, state and regional grant funding.

Ms. Chan said the \$150.7 million budget does not include any numbers for electrification and that is currently still under review and will be brought back at a later date.

The motion (Ford/Lloyd) to approve the FY09 Capital Budget was approved unanimously by roll call.

ADOPTION OF FAREBOX RECOVERY GOAL FOR FY 2009 OF 38 TO 50 PERCENT

Gigi Harrington, Chief Financial Officer, said that this is an item that was adopted by the Board a number of years ago. The current operation causes staff to adjust this number from 38 to 50 percent so that this number is in compliance with the policy direction previously discussed.

Public Comment

Jeff Carter, Burlingame, said he is not a big fan of a farebox recovery goal because it can be used as a reason to decrease service. It doesn't really matter if some other agency makes more and there are a lot that make less than 50 percent recovery. Mr. Carter hopes that if the Board does adopt this program that it is not used to reduce service. Mr. Carter said Caltrain needs to seek a dedicated, permanent funding source through a gas or sales tax.

The motion (Williams/Lloyd) to adopt the farebox recovery goal was approved unanimously by roll call.

AWARD OF CONTRACT FOR REPLACEMENT OF SIX CATERPILLAR 3412 LOCOMOTIVE SEPARATE HEAD-END (SEP-HEP) POWER UNITS, ONE SPARE UNIT, ONE YEAR OF PRODUCT SUPPORT AND SPARE PARTS TO TRANSPORTATION TECHNOLOGY, INC. FOR A TOTAL COST OF \$795,277

The motion (Ford/Gage) to award a contract to Transportation Technology, Inc. was approved unanimously by roll call.

PROCUREMENT, SHIPPING AND UNLOADING AND STOCKPILING OF BALLAST

- a) Award of Contract for the Procurement of Ballast to Vulcan Materials Company and Affiliates Table Mountain Quarry for an Estimated Amount of \$552,000
- b) Award of Contract for a Non-Competitive Procurement for Shipping Ballast to Union Pacific Railroad for a Not-to-Exceed Amount of \$650,304
- c) Award of Contract for the Unloading and Stockpiling of Ballast to Frank C. Alegre Trucking, Inc. for an Estimated Amount of \$354,000

The motion (Gage/Ford) to award contracts to procure, ship and unloading and stockpiling of ballast was approved unanimously by roll call.

CORRESPONDENCE

Provided in the reading file.

Public Comment

Mia Marlowe, San Jose, said a month ago she filed a complaint with Caltrain regarding a very unpleasant incident involving the conduct of two Caltrain conductors. Ms. Marlowe would like to state that she was very disappointed with the investigation that followed. She said it was not done thoroughly or effectively. The result of the investigation that was e-mailed to her was very dismissive. The conduct of Caltrain employees has been very unacceptable and very unprofessional. Ms. Marlowe still awaits an update on policy changes regarding the 10-ride ticket. She is now using alternatives to Caltrain to get to work.

BOARD MEMBER REQUESTS

None

REPORT OF LEGAL COUNSEL

Mr. Miller said he had suggested that the anticipated litigation item be calendared in light of the report that was received at the June meeting and the oral report that was received today from Mr. Harvey on the bolsters. For the record, costs are being quantified and segregated and there have been meaningful and useful communications and exchanges with the manufacturer and the parent company. Mr. Miller suggests that this be moved to the September or October meeting.

DATE/TIME/PLACE OF NEXT MEETING

Thursday, September 4, 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

The meeting adjourned at 11:48 a.m.