

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

**Minutes  
March 5, 2009**

**MEMBERS PRESENT:** M. Church, J. Cisneros, S. Elsbernd, N. Ford, D. Gage (Chair), J. Hartnett, A. Kalra, A. Lloyd, K. Yeager

**MEMBERS ABSENT:** None

**MTC LIAISON ABSENT:** S. Lempert

**STAFF PRESENT:** C. Cavitt, A. Chan, C. Harvey, R. Haskin, R. Lake, M. Martinez, N. McKenna, D. Miller, S. Murphy, M. Scanlon, M. Simon

**PUBLIC COMMENT**

Doug DeLong, Mountain View, asked why bike racks can't be added to trailer cars when looking at alternatives for bicycle capacity.

Vaughn Wolffe said it is important to build the tracks for High Speed Rail (HSR) on the surface.

Pat Giorni, Burlingame, said for many months staff and this Board has spent many hours on bike issues and not on Caltrain's primary focus, which is HSR and electrification of Caltrain.

Ms. Giorni said Caltrain needs to restructure the Bicycle Advisory Committee (BAC).

Jeff Carter, Burlingame, said there is a lot of misinformation being put out on HSR regarding the electrical towers, taking away homes and trains every minute. There needs to be a good plan in place and let people see the benefits of HSR to the Peninsula, Caltrain and the state.

Jeffrey Oldham, San Jose, said he read the letter Executive Director Michael Scanlon wrote urging no further reduction of state public transportation funding. Mr. Oldham said adding additional on-board bicycle capacity is a cheap, easy way for Caltrain to increase its revenue.

Norman Rolfe, said there needs to be a good public information campaign on HSR and let the public know what is really going on.

**CONSENT CALENDAR**

The Board approved the following items:

- a) Approval of Minutes of February 5, 2009
- b) Acceptance of the Statement of Revenues and Expenses, January 2009
- c) Authorize the Filing of Applications with the Federal Transit Administration (FTA) for Section 5307 Urbanized Area Formula Program Funds, Section 5309 Fixed Guideway Modernization Program Funds and Surface Transportation Program Funds in the Amount of \$30,909,267

- d) Authorize the Filing of Economic Stimulus Applications with the Federal Transit Administration (FTA) for Section 5307 Urbanized Area Formula, Section 5309 Fixed Guideway Modernization Program Funds in an Amount up to \$13,094,228

### **CHAIRPERSON'S REPORT**

Chair Don Gage thanked everyone who attended the California Avenue event last Thursday. He thanked staff for all their hard work on the improvements.

### **MTC LIAISON REPORT**

No report.

### **REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)**

Vice-Chair John Hronowski reported on the February meeting:

- Deputy Director of Rail Operations Michelle Bouchard gave the Bikes On-Board presentation.

### **REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Scanlon reported the following:

- Monthly Performance Statistics - January 2009
  - a. Total Ridership was 981,438, an increase of 6.1 percent.
  - b. Average Weekday Ridership was 37,522, an increase of 8.1 percent.
  - c. Total Revenue was \$3,372,504 an increase of 11.3 percent.
  - d. On-time Performance was 97.1 percent, an increase of 3.2 percent.
  - e. Caltrain Shuttle Ridership was 5,713, an increase of 14.5 percent.
- Year-to-date Performance Statistics ending January 2009:
  - f. Total Ridership was 7,691,493, an increase of 13.2 percent.
  - g. Average Weekday Ridership was 41,351, an increase of 12.5 percent.
  - h. Total Revenue was \$25,766,120, an increase of 13.6 percent.
  - i. On-time Performance was 94.6 percent, an increase of 1 percent.
  - j. Caltrain Shuttle Ridership was 6,232, an increase of 22.7 percent.
- The state has cut State Transit Assistant (STA) funds by half and that no STA funds will be received for the next four years.
- The American Recovery and Reinvestment Act (ARRA) does have some funds for capital programs and staff continues to work with the Metropolitan Transportation Commission (MTC).
- All three partner agencies have received cuts from the state and it is uncertain if the annual three percent increase in partner shares of operating funds can be maintained.
- Staff will be presenting the preliminary Fiscal Year 2010 budget to the Board in May.
- There is a separate pot of federal money for HSR in the amount of \$8 billion. HSR programs throughout the country will be competing for this money.
- The HSR Authority is meeting in Sacramento regarding a draft Memorandum of Understanding (MOU) that provides the construction, development and design as a single project between San Jose and San Francisco. This all aligns well with SB375, which requires land use and transportation be coordinated, and AB32, which requires emissions be reduced to 1990 levels by 2030. It is very critical the concerns of the people along the right of way are heard regarding their homes and property.
- The new 8-ride tickets went into effect on Monday with no problems.

Public Comment

Tracy Corral, San Jose, spoke on dwell time metrics and is concerned Caltrain will continue to blame bicyclists for dwell time delays. Caltrain should conduct a thorough dwell time and bump study. The last dwell time study was done in 2001. In January 2009 on-time performance was 97 percent and it was a dry month yet many bicyclists were bumped. Ms. Corral said without reliable data Caltrain can't measure the operational impact of the bicycle capacity increase.

Update on Electrification

Chief Development Officer Ian McAvoy said the environmental draft document has been completed and will be submitted to the Federal Transit Administration (FTA) next week. Staff hopes to receive an environmental clearance of the project by early summer.

Public Comment

Dan Klitzing, San Jose, said as an engineer for Amtrak, the plan to put 40 bikes on cars will result in a lot of dwell time at the stations. He said a better idea is to ensure two bike cars are on every train and bicyclists can line up accordingly.

Chair Gage said the bike capacity changes approved last month by the Board is on a six-month trial to look at all the issues, positive and negative, and make adjustments.

Update on Bicycle Service

Chief Operating Officer Chuck Harvey provided the following update:

- At the February 5 meeting the Board directed staff to proceed with alterations to existing bike car fleet to increase on-board capacity from 32 to 40 on the gallery cars and 16 to 24 on the Bombardier cars; arrange consists to accommodate two bike cars and begin to look at improvements in signage and communication with the bike community.
- The consist changes were implemented with the new schedule effective March 2; staff is procuring materials for the bike racks and the bike project should be completed by June.
- The new consist schedule assigns two bike cars to the 10 northbound trains and 11 southbound high-demand trains.
- Consist turns may change due to planned maintenance or mechanical issues.
- Information is on the Web advertising the two bike car trains.
- Staff is developing signage for the front of the train to identify two bike car trains.
- A pilot gallery car was put in place in mid-February with eight seats removed and replaced with two bike racks. Due to emergency exit window requirements new racks are lower than existing racks.
- The Bombardier equipment design improvement allows for the addition of two bike racks while removing only four seats instead of eight. There will be 15 seats in the lower level and space for 24 bikes.
- Staff is working on developing better signage and customer information; developing a more formalized communication with the bike community and developing the scope of work for a Comprehensive Access Policy.

Public Comment

Pat Giorni, Burlingame, said in order to qualify for Transportation Development Act (TDA) funds a public agency must have a BAC with a portion of its membership from the public at-

large. Caltrain should create a chartered BAC modeled along the same lines as the other Citizen Advisory Committees.

Barton Selby, San Carlos, said Caltrain riders who come to the station in cars are now the most heavily subsidized because Caltrain provides below-market parking. Mr. Selby said Caltrain should promote bikes on trains, never turning a rider away and offer bike commuters a lower fare.

John Murphy, San Francisco, said he is pretty optimistic after Mr. Harvey's comments, but believes this is being done because of the pressure received from the bicycling community. He said key stakeholders need to be pulled into this project for their opinions on the bike racks.

Alpesh Patel, San Francisco, agrees with Director Art Lloyd's idea to allow priority boarding for bicyclists. Mr. Patel said that with two bike cars on every train, boarding can be evenly spread out.

Andrew Casteel, Bay Area Bicycle Coalition, said while the current plan provides significant short-term improvements to the capacity problem, there is still more that needs to be done for capacity, including two bike cars on every train.

Shirley Johnson, San Francisco Bicycle Coalition (SFBC), said she there is not enough bike space and too many empty seats. She said with two bike cars on every train it will reduce bumping, dwell time and platform conflicts.

Theo Cummings, San Francisco, said Caltrain can solve problems by having a consistent number of bike spaces on all trains. Mr. Cummings said Caltrain's customers need consistency in bike capacity on all trains.

Bob Mack, Cycle California Magazine, said the presentation shows a lot of good things happening. He said there is too much of a subsidy for parking and bikers don't need this subsidy, but they need two bike cars. Mr. Mack said if a passenger purchases a ticket they should not be left behind.

Jeffrey Oldham, San Jose, said Caltrain should guarantee two bike cars per train because with two bike cars per train any train can be used for any run.

Vicki Pelton, Redwood City, would like to encourage the Board to increase bike capacity by always having two bike cars per train. Ms. Pelton said when Caltrain increases bike capacity everyone wins. Caltrain wins because there are more paying customers, bicylists win because they don't get bumped, car commuters win because there is less traffic and finally the environment wins because there is less pollution.

Andy Thornley, SFBC, said he would like to collaborate with staff and have a discussion because some of the best planners are the customers.

**AUTHORIZE AMENDING AND INCREASING THE FISCAL YEAR 2009 CAPITAL BUDGET BY \$400,000 FROM \$151,104,629 TO \$151,504,629**

Director of Capital Program Support April Chan said the Board received a preview of this item earlier. Staff Coordinating Council is proposing to increase the FY09 capital budget by \$400,000.

Public Comment

Shirley Johnson, SFBC, asked staff to convert Bombardier cab cars 117 and 118 to bike cars. This will serve Caltrain's goal of improved consistency at no extra cost. Ms. Johnson said Caltrain's original proposal was to remove 328 seats at a cost of \$200,000. Due to security concerns the current plan is to remove fewer seats than the original proposal, but the cost remains the same. To convert Bombardier cab cars 117 and 118 to bike cars only 40 seats must be removed, which is still within Caltrain's original proposal and original cost. Ms. Johnson said Bombardier cab cars 117 and 118 are the only cab cars in Caltrain's system that are not bike cars. They are identical to the other cab cars so there would be no additional planning costs incurred.

Bob Mack, Cycle California Magazine, asked staff to please convert the two Bombardier cab cars not in the plan into bike cars.

The motion (Ford/Hartnett) to amend and increase the FY09 capital budget was approved unanimously by roll call.

**AUTHORIZE USING THE COMPETITIVE NEGOTIATION PROCUREMENT PROCESS TO PROCURE AN OPERATIONS CONTROL CENTER (OCC) SYSTEM**

The motion (Hartnett/Lloyd) to authorize using the competitive negotiation procurement process to procure an operations control center system was approved unanimously by roll call.

**LEGISLATIVE UPDATE**

Government Affairs Manager Seamus Murphy said the president's budget summary was released last week and includes \$1 billion a year over the next five years for HSR. The FY 2009 Omnibus Appropriations Bill is moving through Congress.

On the state cuts, staff has been working with the California Transit Association (CTA) in Sacramento to try and recover some of these monies. Staff has a commitment from Senator Darrell Steinberg to work on this issue.

Director Nat Ford asked about AB277 and whether it impacts Caltrain. Mr. Murphy said the legislation would not affect Caltrain.

**QUARTERLY CAPITAL PROJECT REPORT**

There were no comments.

**CORRESPONDENCE**

Provided in the reading file.

**BOARD MEMBER REQUESTS**

None.

**DATE/TIME/PLACE OF NEXT MEETING**

Thursday, April 2, 2009, 10 a.m. at **Santa Clara County Board of Supervisors Chambers**,  
70 West Hedding Street, San Jose, CA 95110

**GENERAL COUNSEL REPORT**

Closed Session: Significant Exposure to Litigation Pursuant to Subdivision (c) of Section  
54956.9 (One Potential Case)

General Counsel David Miller said the Board will convene into closed session as permitted by the Brown Act to consider a matter of potential litigation that would be initiated by this Board.

Meeting adjourned to closed session at 11:15 a.m.

Meeting reconvened to open session at 11:25 a.m.

Mr. Miller said the Board has convened in closed session as permitted by the Brown Act to hear a report from counsel on a matter of potential litigation. There is no action to be taken at this time. No other facts or figures would be provided as permitted by law and he will keep the Board apprised and at the appropriate time inform the public if action is to be taken.

**ADJOURNED**

Adjourned at 11:26 a.m.