

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

**Minutes
March 3, 2011**

MEMBERS PRESENT: O. Ahmad, S. Elsbernd (Chair), N. Ford, L. Kniss, A. Kalra,
A. Lloyd, A. Tissier, K. Yeager

MEMBERS ABSENT: J. Cisneros

STAFF PRESENT: M. Bouchard, J. Cassman, G. Harrington, C. Harvey, R. Haskin,
R. Lake, M. Lee, M. Martinez, N. McKenna, D. Miller, S. Murphy,
M. Scanlon, M. Simon

Chair Sean Elsbernd called the meeting to order at 10:01 a.m. Director Art Lloyd led the Pledge of Allegiance.

PUBLIC HEARING FOR CONSIDERATION OF SERVICE SUSPENSIONS, STATION CLOSURES AND FARE INCREASES FOR FISCAL YEAR 2012

Chair Elsbernd said the purpose of the public hearing is for the Board and staff to hear public's concerns and comments on the proposals. He said the Board will not be taking any action today.

Director of Rail Transportation Michelle Bouchard reported:

- Caltrain has been running short of money for several years and every year staff has found a way to balance a budget, through, one-time funds from unanticipated sources, administrative efficiencies or service changes and fare increases.
- This instability has hit Caltrain and its three funding partners in a way that is unprecedented.
- Approximately \$40 million, or about 40 percent, of the Caltrain operating budget is covered by member agency contributions.
- This year the San Mateo County Transit District (SamTrans) is facing its own deficit, estimated at \$15 million and will not be able to contribute its full contribution to the Caltrain service. SamTrans will be reducing its contribution by \$10 million.
- It is assumed the partners will act in concert with SamTrans and reduce their contributions, resulting in a Caltrain deficit of \$30 million deficit for Fiscal Year (FY) 2012 given a status quo 86-train scenario.

Director Adrienne Tissier arrived at 10:07 a.m.

- Ridership has benefited from the reinvention of Caltrain service. Average weekday ridership has increased 44 percent since 2004.
- Caltrain has a high farebox recovery compared with other local transit agencies. Caltrain is covering 47.4 percent of its operating budget through the farebox.
- Caltrain administrative staff costs are extremely efficient at 5.9 percent of the budget.
- Caltrain shares its staff with SamTrans and the San Mateo County Transportation Authority (TA).

- Over the last few years, Caltrain has made an effort to control costs and increase revenue. Administrative staff salaries have been frozen since 2008; staff has been laid off; there have been mandatory furlough days; fares have been increased and trains reduced from 98 to 86.
- In FY2012, SamTrans' contribution will be reduced to \$4 million and if the partners follow, their total contribution will be \$11 million versus \$35 million from the previous year.
- Staff determined that the worst-case 48-train schedule is all that Caltrain could afford to operate, assuming the budget scenario unfolds as initially projected.
- A 48-train service scenario includes weekday only commute-hour service that minimizes ridership loss and maximizes revenue. Savings would come from reduced labor costs.
- This scenario would suspend up to seven stations, from a list of 10, between San Jose and San Francisco. Limited station stops are necessary to get from end-to-end more quickly and achieve necessary savings in staffing. Whatever recommendations are brought forward will have to pass Title VI Equity Review for impact to minority and disenfranchised communities.
- The 10 stations under considerations for closure are Bayshore, South San Francisco, San Bruno, Burlingame, Hayward Park, Belmont, San Antonio, Lawrence, Santa Clara and College Park. Up to seven of these 10 stations will be closed.
- Proposed service suspensions also include all weekend service, service south of San Jose Diridon, holiday service and special event service.
- Staff is looking at a base fare increase and increasing parking fees to increase revenue.
- Outreach was conducted over the last six weeks and more than 1,300 comments have been received.
- Immediate next steps include:
 - Review all public comments and develop a service proposal and fare increase for Board consideration at the April 7 meeting.
 - Work with regional and Caltrain partners to identify potential sources of one-time funding for the coming fiscal year.
 - Continue advocacy efforts to secure a dedicated and permanent funding source.
 - Continue efforts to advocate for capital projects that will increase operational efficiencies including electrification and modernization.

Public Comment

Josh Luther, Bellarmine student, said he is concerned about the closure of the College Park station. He said Caltrain is more than a convenient mode of transportation but a need for students.

Jack Morris, Bellarmine student, said he takes the train from Gilroy to College Park and depends on Caltrain since both his parents work. This is more efficient than a carpool traveling on Highway 101.

Julio Aragon, Bellarmine student, asked that stations south of San Jose Diridon and College Park not be closed.

Sean Monroe, Bellarmine student, said the closure of south county stations would negatively impact his life and the lives of many students.

Ryan Allen, Bellarmine student, said he travels from Blossom Hill and asked that College Park and all stations south of San Jose Diridon be saved. He said riding the train is his only option to get to school.

Robert Galliani, Bellarmine student, said he has developed a comfort level using Caltrain during his high school years.

Michael McGill, Bellarmine student, said he commutes from Gilroy to College Park everyday. If stations south of College Park are closed, it would hinder future students from attending Bellarmine.

Dalan Angelo, Bellarmine student, said since being introduced to Caltrain to get to school, he now uses Caltrain to events from the Peninsula to San Francisco.

Brian Adams, vice president of Bellarmine, suggested higher fares and possible corporate sponsors to fund some of this deficit. These cuts will have an impact to riders up and down the corridor. Mr. Adams said if the service is cut Caltrain will not get riders back.

Pete DeVasto, Belmont, said over the past few years Caltrain has been very responsive to people with disabilities. He travels between San Jose and San Francisco for work and occasionally has to work nights and weekends. This will be a problem if service is cut.

Chris Moylan, Sunnyvale City councilmember and Santa Clara Valley Transportation Authority (VTA) Board member, said only half of the deficit is real. He said half is previously budgeted money that is not there and the other half is proposed matching cuts. He said among the proposed station closures, 10 of them are in Santa Clara County and that is not where the financial problem lies. The solution is not currently matching the problem. Mr. Moylan said the service should be dropped in San Mateo County where the funding cannot be provided.

Angel Wiley, Area Board 5 on Developmental Disabilities, said her organization is a State-mandated organization that advocates on behalf of people with developmental disabilities so they can lead independent and productive lives. Ms. Wiley said the Horizon Apartments are located down the street from the Belmont station on Old County Road. She said this Housing and Urban Development is home to many people with developmental disabilities who rely on Caltrain to access their community. Ms. Wiley said the location of this building was chosen because of the proximity to Caltrain. She said if the Belmont station is closed the ability for many people with disabilities to access the community, their friends, family and jobs will be severely curtailed.

Kevin Mullin, mayor of South San Francisco and the new representative of the Cities of San Mateo County on the Metropolitan Transportation Commission (MTC), said the MTC has been seeking both short- and long-term fixes to Caltrain's fiscal situation. Mr. Mullin requested that the South San Francisco station be spared from closure. He said South San Francisco is one of the select cities along the Peninsula Caltrain corridor where jobs are being created and Caltrain is an essential component of the transit infrastructure serving the biotechnology industry of 70 companies. Mr. Mullin said a new office and research complex is being planned for the Oyster Point area and will bring an additional 6,000 employees to the area.

Yoriko Kishimoto, Friends of Caltrain, thanked the nearly 2,000 people who have sent e-mails expressing their concerns about potential cutbacks of Caltrain. She thanked the elected officials for working on this issue.

Tom Dana, San Mateo, said the Board needs to reconsider not cutting service during the day because many senior and disabled people depend on Caltrain to get through their daily lives.

Robert Riechel, San Bruno, said a new project has been started for the San Bruno station and it cannot be closed.

Ross Bruce, president of the Broadway Burlingame Merchants Association, asked that the Burlingame and Broadway stations remain open for the community and merchants.

Doug DeLong, Mountain View, said the real issue is the money to fund the service. He would not oppose a fare increase. Mr. DeLong said the Board and staff need to look for more diversity in scheduling so more stations are served during the peak-commute service.

Paul Tieck, San Francisco, said service cannot be cut and a fare increase is needed. He said fees from vehicle registrations should be collected from the Department of Motor Vehicles or from bridge tolls.

Bill Strahle, Belmont, said the way the Board is going about the cuts is not going to solve the financial problem. He said a railroad has a fixed cost no matter if one or 1,000 trains run. Mr. Strahle said by cutting the number of trains in half it will increase the cost to run the trains that are remaining.

Vaughn Wolfe, RailPac, said a short-term solution would be to add a surcharge to the San Mateo County BART stations. He said the BART stations are a major cause of the financial problems within San Mateo County. Mr. Wolfe said in the long-term there should be a regional gas tax for all nine counties that could be used for capital or operations.

June Moss, Palo Alto, said her daughter attends Saint Lawrence Academy and utilizes the Lawrence station to go to school. She asked that the station not be closed.

David Amos, San Jose, said he and his family bought their house across from the Tamien station so they could use Caltrain to commute. He said the parking lot is full every day and this is the only station that connects with VTA. Mr. Amos also asked that the Giants service not be eliminated.

George Burgess, Belmont Chamber of Commerce, urged the Board not to close the Belmont station. He said a bicycle bridge is being built over Highway 101 from the Belmont station to Redwood Shores.

Daria Walsh, Palo Alto, asked that College Park station be kept. She said this is a low-maintenance station with no parking lot or landscaping to be kept up. This station serves an important group of riders who are dependent on the train for transportation.

John Lee, San Mateo City councilmember, said the city recently approved a new housing development near the Hayward Park station. He said there needs to be a dedicated funding source for Caltrain instead of putting a Band-aid on the problem that won't fix the problem.

Karen Sparks, Burlingame, said the train is integrated in everyone's lives. Many schools along the Peninsula have vans pick children up and get them to school.

Tom Gorndt, Morgan Hill and controller at Bellarmine, said he is a daily rider from Morgan Hill. He said without dedicated funding nothing will resolve these issues.

Father Paul Sheridan, president of Bellarmine, said the impact to College Park and service south of San Jose Diridon would be tremendous. He said there needs to be a dedicated funding source to save the railroad and gain support of the public.

Don Rothblatt, Palo Alto, said by eliminating service to stations ridership will be lost.

April Vargas, Montara, said she lives on the coast and relies on SamTrans, but knows how important Caltrain is to the area. She said the big decisions are easier to be made when the public is behind the Board. Ms. Vargas said the Friends of Caltrain is here to help.

Katherine Forrest, Portola Valley, said Caltrain should be regarded as a long-term investment in the Peninsula. She said there are going to be more elderly people who will depend on Caltrain. Ms. Forrest said it is not only the young or old that use Caltrain, but also the disabled.

Jeff Becker, San Mateo, said he likes that he can bring his bike on the train. He said the bike/train combination is great but the variability of bike spaces and bumping is not acceptable.

Aaron Aknin, City of San Bruno, said after a decade partnership with Caltrain a Transit Oriented Development (TOD) and transit corridor was created with 1,600 homes around the station. He said the San Bruno station is near the Bayhill office complex and the airport, all of which employs many people.

Jerry Deal, Burlingame City Councilmember, said Burlingame is a historical station and needs to be saved. He said Caltrain put \$21 million into the station a few years ago and has a high ratio of employees to citizens in the city.

Larry Rosenberg, Mountain View, said he always takes Caltrain. He said a long-term dedicated funding source needs to be found. Mr. Rosenberg said there should be a dedicated gasoline tax that could fund transit systems.

Kanishk Desai, Santa Clara University, said he represents more than 6,000 students, faculty and staff from Santa Clara University and urges the Santa Clara station not be closed as this is the only station that serves the university.

Larry Patterson, San Mateo public works manager, asked that the Hayward Park station be saved because it is one of the key pieces to the city's Rail Corridor Plan. He said new housing projects are being developed around this station.

Kathy Ready, Los Altos, said she represents the parents of the 1,600 students at Bellarmine. She asked that the College Park station not be closed. Ms. Ready supports fare increases, premium pricing on special event trains, corporate sponsorships of trains, increased advertising on trains and city sponsorships of stations. She said Caltrain is a vital service that needs to be saved.

Christine Watson, Transportation Agency for Monterey County, said the area supports maintaining service to the Gilroy station.

Ken Ibarra, San Bruno City councilmember, said San Bruno and Caltrain have been partners for the past 10 years. He said he is looking forward to the revitalization of the new San Bruno station and it needs to be saved.

Irene O'Connell, San Bruno City Councilmember, said there is a historical issue with the San Bruno station and it needs to be kept. She said it is a vital piece of San Bruno.

Brian Brackney, San Francisco, said weekend service needs to be saved.

Margaret Okuzumi, Sierra Club, said the Sustainable Land Use Committee has been working very hard to support TOD by Caltrain stations and is very alarmed at the prospect of station closures.

Shirley Ingalls, Mountain View, said it is very hard to believe that a decision hasn't been made already by staff and the Board. She said the electrification money should be converted to operating money.

Terry Nagel, mayor of Burlingame and a member of the TA Board of Directors, asked that the Burlingame station be saved. The city of Burlingame was built around the station and a new plan was passed for the downtown area around the station.

Victoria Carmona, San Jose, said she lives near the Tamien station and service cannot be cut because you will not get the riders back. She is willing to pay higher fares, but there needs to be dedicated funding.

Dale Ferrel, President of Downtown Burlingame Improvement District, said he supports keeping the Burlingame station open. It is a historical station and it needs to be saved.

Jeff Carter, Burlingame, said the proposed service cuts could cause people to lose their jobs. He asked the Board to plead with the MTC to use capital funds to save the service.

James Engvall, Belmont, said he lives at Horizons Apartments near the Belmont station. If this station is closed it is going to hurt a lot of people with disabilities who live at Horizons who depend on the Belmont station in their daily lives.

Karen Vanderwoert, Belmont, said she lives at Horizons Apartments and if the Belmont station is taken away, it is going to be a huge impact to the lives of the disabled people who live in these apartments.

Fran Martin, Visitacion Valley Planning Alliance San Francisco, asked that the Bayshore station not be closed.

Jim Growden, Visitation Valley Planning Alliance San Francisco, asked that the Bayshore station not be closed as it is close to the Third Street Light Rail and the city of Brisbane.

Christine Wozniak, Belmont councilmember, asked that the Belmont station be saved. She said service needs to be saved for all stations otherwise there will be a loss in ridership.

Scott Klemmer, San Francisco, said Stanford University supports increased parking and fare increases, but eliminating off-peak service would be catastrophic.

Gladwyn d'Souza, Sierra Club, thanked Director Ken Yeager for his willingness to work with VTA to find a short-term funding solution. He asked the Board to consider those concerns raised by the residents of the Horizons Apartments and save the Belmont station.

Johnny Bryant, San Mateo, said he takes the trains to Giants games and asked that weekend service be maintained.

Sue Digre, Pacifica councilmember, said if there is not adequate service the disabled community will not be able to get out and about. She said for seniors and young people it is a quality of life issue if they don't have Caltrain.

Russ Cohen, Burlingame, asked that the Burlingame station be saved. He said the economics of stations need to be looked at before they are closed.

George Kranen, Belmont, said he is a casual rider, but the proposed service changes are intended to have minimum impact on the core riders. He said the service should remain at current levels until the money runs out and then shut the system down and let people see what life is like without Caltrain.

Susan Soheili, Sunnyvale, asked that the Santa Clara and Burlingame stations not be closed.

Jim Whittemore, San Mateo, said if the stations need to be closed then close them, but don't pit communities against each other. He said he is opposed to staff's recommended solutions.

Ed DeLanoy, San Carlos, said the Caltrain service model may be out of date.

Mercedes Reshke, Redwood City, said her son commutes from Redwood City to College Park and asked that the College Park station remain open. She said this station closure will affect a large number of people.

Pat Giorni, Burlingame, said this day should not be a surprise to anyone. She said over 20 years ago, \$40 million went out of SamTrans portfolio for the purchase of the right of way and has never has been paid back by San Francisco and Santa Clara counties. Ms. Giorni said San Francisco and Santa Clara should pay their share or close the 4th and King and San Jose Diridon stations.

Michael Brownrigg, Burlingame councilmember, said Caltrain needs to keep riders on the trains to support a tax increase.

Chuck Zanger, Gilroy, said he is opposed to any station closures. He said closing some of the stations doesn't do anything, just close the entire system down if it is not economically possible to run.

Daniel Barreiro, San Mateo, said he represents non-profit organizations that provide cultural and artistic services to youth to keep them off the streets. He depends on the evening service because he works many nights with the youth.

Pat Dixon, Redwood Shores, asked if there has been a count on the number of passengers that are not being allowed to board at the stations up for closure and is staff working to provide shuttle service from the closed stations.

Barbara Arietta, Pacifica, said she would like to see all the stations remain open, but especially San Bruno station. She asked if the Giants have been approached to help with a short-term solution.

Irvin Dawid, Palo Alto, said he took the Broadway/Millbrae Shuttle today and it is very well patronized. He asked how much money is saved by closing a station and the cost to implement a shuttle from the closed stations.

Grett Appleby, Belmont, lives at Horizon Apartments and asked that Belmont station be kept open.

Shirley Johnson, San Francisco Bicycle Coalition (SFBC), said everyone will suffer from service cuts. She is pleading with staff for 80 bike spaces because more bike capacity will increase operating income.

Greg Conlon, Atherton, said he questions the fairness of the SamTrans cuts and why Caltrain is the victim. He said the nation is hemorrhaging over pension costs and employee benefits and there has been no discussion on this issue.

Cindy May, San Carlos, asked if the Board could comment on what actions have been taken on advertising and sponsorships.

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said about 75 percent of passengers are commuting to work and no one wants them on Highway 101. He said the \$5.5 million Dumbarton Rail funds should be used for Caltrain operations. Mr. Bigelow said services can't be cut.

Paul Wendt, Belmont, said he bought his house many years ago in Belmont because of the proximity to the Belmont station. Please do not cut evening and weekend service.

Jennifer Pfaff, Burlingame, said everyone has valid reasons for not closing any stations. She said all cities exist along the Peninsula because of Caltrain. Ms. Pfaff suggests increasing ticket and parking fees.

Legal Counsel David Miller said the Board and the agency have given ample notice to the public to participate in this hearing and have satisfied all the legal requirements and may close the public hearing.

A motion (Ahmad/Tissier) to close the public hearing was approved.

Director Nat Ford left at 11:54 a.m.

PUBLIC HEARING TO DECLARE A FISCAL EMERGENCY FOR THE PENINSULA CORRIDOR JOINT POWERS BOARD FOR FISCAL YEAR 2012

Deputy CEO Gigi Harrington said this item is to take public testimony and consider a declaration of a fiscal emergency. She said the Board called for this hearing at the February 3 meeting. Ms. Harrington said the purpose of the fiscal emergency is to allow the Board to make service adjustments that would result in savings and is allowed under the environmental process.

Public Comment

Eric Craig Sapp, Redwood City, said he is a graduate student at Stanford University. He said there are no exemptions from the very real environmental emergencies faced by our world such as climate change. Mr. Sapp asked what the fundamental source of this fiscal emergency is.

Margaret Okuzumi, Sierra Club, said she hopes a deal is worked out in the short-term to keep trains running. She said the word needs to get out to the public that Caltrain needs to find a long-term funding solution.

Jeff Carter, Burlingame, said he urged the Board to beg, borrow or steal to close the short-term gap to continue the service through the fiscal year.

Shirley Johnson, SFBC, said the SFBC is concerned about Caltrain declaring a fiscal emergency for the third year in a row. Ms. Johnson said for the last 10 years Caltrain has either relied on one-time emergency funding or declared a fiscal emergency. Ms. Johnson said declaring a fiscal emergency year-after-year to avoid environmental regulations is wrong.

Pat Giorni, Burlingame, requests that VTA and San Francisco make their full contribution regardless of what SamTrans is able to do.

Irvin Dawid, Palo Alto, said VTA has indicated they owe SamTrans and if SamTrans does not accept the repayment they need to explain why not.

Chuck Zanger, Gilroy, hopes there isn't a fiscal emergency next year and the Board needs to make the hard decisions now and stop having these emergencies every year.

Barbara Arietta, Pacifica, said by cutting service it will put the equivalent of two and a half additional traffic lanes on the highways.

Mr. Miller said proper procedures were followed to allow the public an opportunity to comment and the record indicates there are no written comments received. Mr. Miller said the testimony received does not speak to whether or not a fiscal emergency actually exists. He said the Deputy CEO has laid out the formula for determining a fiscal emergency and now the Board has the discretion to make a judgment that a fiscal emergency exists and proceed with the next steps. Mr. Miller said it is quite clear in the record that a fiscal emergency is not being declared for purposes of avoiding the California Environmental Quality Act (CEQA). He said at this time it is appropriate to close the public hearing.

A motion (Tissier/Ahmad) to close the public hearing was approved.

A motion (Ahmad/Tissier) to declare a fiscal emergency was approved unanimously.

PUBLIC COMMENT

Mark Gleason, Teamsters Local 665, said he is a shuttle driver and would like to see an improvement in wages and benefits for the shuttle drivers.

Michael Kraft, Teamsters Local 665, said he would like to see improvement in wages and keep their medical benefits.

Patricia Davis, Teamsters Local 665, said the shuttles are an incredible necessity for passengers and asked the Board to please consider their wages.

Barbara Kindle, Teamsters Local 665, said there needs to be an improvement in wages and keep their medical benefits.

Irwin Dawid, Belmont, said he is a shuttle passenger from Millbrae BART to the Broadway station. He said there is no way for people to know about this service because there is no signage at the Millbrae BART Station. Mr. Dawid said these shuttles need to be publicized and a schedule needs to be posted.

Vaughn Wolfe, Pleasanton, said there needs to be regional rail funding for Caltrain. He said BART is a problem for Caltrain. Mr. Wolfe asked that staff and the Board not give up the funds for electrification.

Jeff Carter, Burlingame, said 20 years ago people were told there would be 70,000 people taking BART from Millbrae and that is not true. He said staff and the Board need to look for innovative ways to market Caltrain.

Pat Giorni, Burlingame, said if midday schedules are cut many people will be affected.

Shirley Johnson, SFBC, said bicyclists are loyal customers and are being denied service because there is not enough bike capacity.

Brian Brackney, San Francisco, said he uses the library in Santa Clara and this station must be saved.

Chuck Zanger, Gilroy, thanked the Board and staff for their hard work.

CONSENT CALENDAR

- a. Approval of Minutes of February 3, 2011
- b. Authorize the Filing of Applications for State Proposition 1B Transit Security Grant Program Funds

The Board approved the consent calendar (Lloyd/Tissier).

CHAIRPERSON'S REPORT

No report

MTC LIAISON REPORT

Director Adrienne Tissier said part of today's public hearings was for the Board to hear ideas the public had to fill the funding gap. She said this is a long-term issue and as chair of MTC she has been working very closely with the agencies looking at any and all ideas. Director Tissier said there is nothing that is off the table to bridge this funding for the next two years. She said this is not just a Caltrain issue, but an issue that affects those who drive, walk or bike.

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)

CAC Chair Bruce Jenkins reported:

- Findings of the passenger survey and the proposed service changes were presented at the February 19 meeting.

Public Comment

Pat Giorni, Burlingame, said at the CAC meeting a speaker said \$7.1 million is being offered by the VTA as part of the brokered settlement to repay SamTrans. She said it is highly presumptuous of VTA to tell SamTrans what to do with money that was lent.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- Thanked everyone for attending the public hearing, but people must get past the finger pointing and blaming.
- He has been working with Steve Heminger, Executive Director of MTC, Michael Burns, General Manager of VTA and Director Ford to find a short-term solution.
- This agency can't sustain itself without a dedicated funding source.
- The wages and benefits for the shuttle drivers from Parking Company of America (PCA) are not set by Caltrain; Caltrain contracts with PCA for service.
- Monthly Performance Statistics – January 2011 compared to January 2010
 - a. Total Ridership was 990,787, an increase of 7.7 percent.
 - b. Average Weekday Ridership was 37,380, an increase of 5 percent.
 - c. Total Revenue was \$3,898,342, an increase of 21.3 percent.
 - d. On-time Performance was 95.2 percent, an increase of 0.4 percent.
 - e. Caltrain Shuttle Ridership was 5,422, a decrease of 11.1 percent.
- Monthly passes and 8-ride tickets are now only available on Clipper.
- The Bicycle Advisory Committee (BAC) did not meet in February and will be meeting on March 17. At that meeting they will be given a presentation on two-bike cars on all Gallery sets. Staff has received official approval from the State to use Public Transportation Modernization Improvement and Service Enhancement funds in the amount of \$300,000 to do the project.
- Outreach continues in San Mateo County with the city managers on High Speed Rail (HSR).
- He was in Washington D.C. two weeks ago and met with seven members of the local congressional delegation to discuss HSR. Real progress was made at this meeting and we have just learned that HSR made an announcement that they will proceed with a phase development along this corridor.
- There have been four fatalities so far in 2011 and all appear to be intentional.

Public Comment

Shirley Johnson, SFBC, said every month the public hears a ridership report, but the report doesn't include how many customers are being bumped. She would like to request a bicycle bump report be included in the monthly performance statistics.

Director Ash Kalra left at 12:35 p.m.

Mr. Scanlon said the Board receives a monthly bump report in their reading file that is compiled by Ms. Giorni. He said he will be coming forward with a recommendation to fold the BAC officially into the CAC.

Wolfe Vaughn, Pleasanton, asked what is available in local funds for electrification. Mr. Scanlon said each of the three partners has pledged \$60 million in local funds although none of them has it in the bank. Mr. Scanlon said everything is on the table to find a short-term solution.

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR JANUARY 2011

A motion (Tissier/Kniss) to accept the January 2011 statement was approved unanimously.

LEGISLATIVE UPDATE

Government Affairs Manager Seamus Murphy said staff thinks there will be a State budget by March 10. He said the gas tax swap won't be considered in conference committee and this is good news.

A two-week extension was approved at the Federal level of existing spending levels through March 18. Mr. Murphy said the longer-term bill approved on the House side is not something that would benefit us and includes a number of cuts to key programs. He said Governor Rick Scott of Florida rejected about \$2.4 billion in funds for their HSR program and also rejected a number of proposals that would allow the State to keep those funds. Mr. Murphy said Transportation Secretary Ray LaHood has offered him an extension to consider additional proposals and there was actually a petition filed by members of the State Legislature to obligate the governor to keep those funds and spend them on the project. He said if those funds do go back to the Department of Transportation they would be allocated to other projects around the country. Mr. Murphy said the local delegation has written to the Transportation Secretary asking that a portion of those funds come to the Caltrain corridor for the Communications Based Overlay Signal System.

Director Liz Kniss left at 12:38 p.m.

QUARTERLY CAPITAL PROGRESS REPORT

No discussion

CORRESPONDENCE

In the reading file

Public Comment

Shirley Johnson, BAC, said for two months in a row the BAC has submitted a resolution to the Board that is not in the packet.

BOARD MEMBER REQUESTS

None

GENERAL COUNSEL REPORT

No report

DATE/TIME/PLACE OF NEXT MEETING

Thursday, April 7, 2011, 10 a.m. at San Mateo County Transit District Administrative Building,
Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

ADJOURNED

Adjourned at 12:40 p.m.