

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

**Minutes
October 6, 2011**

MEMBERS PRESENT: J. Cisneros, J. Deal, S. Elsbernd (Chair), A. Kalra, A. Lloyd, T. Nolan, A. Tissier, K. Yeager

MEMBERS ABSENT: L. Kniss

STAFF PRESENT: M. Bouchard, J. Cassman, A. Chan, G. Harrington, C. Harvey, R. Haskin, A. Hughes, M. Lee, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Chair Sean Elsbernd called the meeting to order at 10:03 a.m. Director Jerry Deal led the Pledge of Allegiance.

PUBLIC COMMENT

Pat Giorni, Burlingame, said she is disappointed that bike bumps are on the rise again. Ms. Giorni asked that since the High Speed Rail (HSR) Business Plan is not going to be on time and there are legislative sanctions that affect the flow of money, will that affect Caltrain funding? She read peak trains have reached capacity, which doesn't seem to be an accurate comment except maybe during Giants games.

Jeff Carter, Burlingame, said he is disappointed Amtrak was not retained to run Caltrain.

Roland LeBrun, San Jose, said the Transbay Terminal is critical to the success of Caltrain and the prosperity of the Peninsula. He said there should be at least two JPB members on the Transbay Terminal Board.

Greg Conlon, Atherton, said he appeared in front of the California Public Utilities Commission to request funding for quad gates at Watkins Avenue in Atherton and the response was that a median strip would suit the need. The city of Atherton does not agree and will be drafting a letter in response. He appeared in front of the San Mateo County Transportation Authority Board last month and he thought they had instructed staff to bring back a proposal this month, but he may have misunderstood their direction and will confirm it.

Charles Voltz, Community Coalition on High Speed Rail Board of Directors, said he is speaking in reference to a letter that was delivered to the Board yesterday. The letter expresses concerns about the process, not the merits, of the proposed Communications Based Overlay Signal System (CBOSS) contract. There are three separate concerns set forth, but two concern the California Environmental Quality Act (CEQA) compliance and one concerns the proposed delegation to staff on whether to exercise the two options together priced at \$170 million without any criteria to determine what is in the best interest of the system.

Adina Levin, Friends of Caltrain, said she is glad to see plans for Fiscal Year (FY) 2013 funding is being looked at. The Friends of Caltrain had a session on the options to fund Caltrain. The best option that came out from Silicon Valley Leadership polling was a three county one-eighth-cent sales tax, but because of deadlines relating to the special session in the last Legislature it may not be feasible to get on the ballot in 2012. If it is not possible, another option being discussed is a sales tax measure focused on San Mateo County. One concern is if SamTrans is able to fund Caltrain it doesn't help solve the structure of the current Joint Powers Board agreement.

Kathy Hamilton, Menlo Park, said, as a taxpayer, she is disappointed in the CBOSS system, but in this time of economic stress the Board needs to look at solutions that are on the shelf and blend better with HSR in the future and not cost additional taxpayer money. There are proposals for the blended system and not sure if they are legal according to the attorney general and in compliance with either Proposition 1A or CEQA. She said quiet zones are needed along the corridor.

CONSENT CALENDAR

- a. Approval of Minutes of September 1, 2011
- b. Authorize the Ongoing Annual Filing of Applications and Execution of Cooperative Agreements with the Bay Area Air Quality Management District to Receive Transportation Fund for Clean Air Funds
- c. Authorize Approval of Annex of the 2010 Association of Bay Area Government's Local Hazard Mitigation Plan as the District's Hazard Mitigation Plan
- d. Authorize Second Amendment to the Contract with Cypress Security, LLC for Security Guard Services at the Centralized Equipment Maintenance and Operations Facility in the Amount of \$169,661

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

CHAIRPERSON'S REPORT

No report

REPORT OF THE CAC

No report

Director Ash Kalra arrived at 10:17 a.m.

REPORT OF THE EXECUTIVE DIRECTOR

Executive Director Michael Scanlon reported:

- Key Caltrain Performance Statistics
 - Monthly Performance Statistics – August 2011 compared to August 2010
 - a. Total Ridership was 1,252,825, an increase of 13.3 percent.
 - b. Average Weekday Ridership was 45,204, an increase of 10.4 percent.
 - c. Total Revenue was \$5,324,175, an increase of 29.6 percent.
 - d. On-time Performance was 92.1 percent, a decrease of 0.8 percent.
 - e. Caltrain Shuttle Ridership was 7,055, an increase of 33.6 percent.

- Year-to-Date Performance Statistics – August 2011 compared to August 2010
 - f. Total Ridership was 2,418,869, an increase of 10.5 percent.
 - g. Average Weekday Ridership was 44,665, an increase of 9.4 percent.
 - h. Total Revenue was \$10,321,008, an increase of 28.1 percent.
 - i. On-time Performance was 91.9 percent, a decrease of 1.3 percent.
 - j. Caltrain Shuttle Ridership was 6,753, an increase of 30.3 percent.
- Caltrain joined with transit systems across the nation for a moment of remembrance on September 11.
- Don't "X" Out Transit event was held on September 20 at the 4th and King Station in San Francisco. Director Adrienne Tissier was thanked for her participation. This event had impact across the country and the message was well heard that the transportation budget cannot be cut by one-third.

Director Tom Nolan arrived at 10:21 a.m.

- Staff is working with officials from the Federal Railroad Administration, the California PUC and Union Pacific Railroad in what is a first step in assessing what it would take to create quiet zones in Burlingame and San Mateo. Caltrain does not establish quiet zones, the cities establish them and the cost and assumption of liability are important aspects.
- Yesterday there was a successful emergency preparedness drill working with the first responders from the local area. This was a two-step exercise as part of the annual drill.
- The new rail operator mobilization is moving along. This was not a matter of rejecting Amtrak, but TransitAmerica (TASI) coming in with a great program. A majority of employees will have an opportunity to stay on the service. The Notice to Proceed was issued, marking the official mobilization and transition effort which will take approximately five months. The target date is March 3, 2012.
- A number of construction projects currently underway include:
 - San Bruno Grade Separation: The existing San Bruno Station will be closed and moved to a temporary location just south of the existing station on October 18. There will be ambassadors at the station before and during the cutover to the temporary station to help customers.
 - The Jerrold Avenue Bridge Replacement: The rollout of the old bridge and roll in of the new bridge is scheduled for Friday evening October 14. The construction managers will be closely monitoring the contractor as this activity requires the contractor to complete the new bridge roll in and single tracking by Saturday morning. The contract includes significant performance incentives.
 - as well as penalties for any delays.
 - The South Terminal San Jose Diridon signal cutover: Testing has been scheduled for the weekend of October 28-30. This will minimize the impact to riders and a bus bridge will operate between Tamien through San Jose Diridon into Santa Clara Station where all trains will terminate.
- Giants season ridership was up 7 percent over last year with approximately 500,000 riders.
- Service will continue to Stanford Stadium before and after Cardinal football games.
- Cal Bears played their first game at AT&T Park and ridership was over 2,500. On Thursday October 13 USC will be in town and extra service will be provided.
- Sharks had three exhibition games and ridership was up significantly with 330 riders.

- The San Jose Sharks wrapped one train car and web browser Firefox will be saturating the San Francisco Station with ads for four weeks. These two efforts will bring in approximately \$22,000.
- The Safety & Security Report for August notes the completion of safety upgrades at eight grade crossings in Santa Clara County and an update on the cameras on trains.
- The Bike Advisory Committee (BAC) met on September 15 and they received an update on the regional Bike Share Program; an overview on the Triennial Passenger Survey and a report on wayside bike lockers and efforts to increase the usage. A vacancy has occurred on the committee for a representative from a San Francisco Public Agency. Staff will begin recruiting for a replacement as well as the four one-year committee positions that will expire. Current members are encouraged to reapply. The first meeting of the new year the BAC will elect a new chair and vice-chair.
- Thanked Director Liz Kniss for hosting a well-attended community meeting on Caltrain on Monday, October 3 in Palo Alto.

Acting Director Caltrain Modernization Program Marian Lee said last month she reported on the preliminary findings of the Capacity Analysis. She said Caltrain is confident there is merit to the blended system concept to share the existing infrastructure to the greatest extent possible with HSR. Since that time the consultants have been running the model and testing it at different speeds. They have been testing speeds at 79 miles per hour and up to 110 miles per hour. There were a few scenarios where the trains were running closely and staff felt that extra due diligence is needed so they have been working with HSR. Outreach with stakeholders is almost done. Currently staff is working on the Draft Analysis Report and there is a lot of interest in seeing all the preliminary findings. The goal is to release the draft analysis by the end of October. This report is not about which service plan or which schedule will be deployed in the future, but a proof of concept. The report will show why staff is saying the blended concept has merit. More work will need to be done to figure out exactly what service plan and schedule would be run in the future.

Chair Elsbernd asked Ms. Lee to repeat what she just said because he has a feeling when the report comes out there will be all kinds of potential misinformation that will spread.

Ms. Lee said this report is going to be a draft analysis so people will have the opportunity to comment. It is a proof of concept and it provides the technical and background information as to how a blended system could be accommodated. In this analysis there were some test assumptions made about different levels of service and different stopping patterns, which show that under those conditions there could be a blended system. It is not however the service plan or the schedule. Staff has made no determinations what service plan or what schedule would be implemented.

Ms. Lee said the outreach has been going well and doesn't mean that everyone is agreeing on everything but have been sharing information on the capacity analysis. The stakeholders have a deep appreciation for what staff is trying to do by minimizing the impacts outside of the corridor and doesn't dismiss what is done with grade separations and where additional tracks may be placed. The next round of outreach is scheduled for November and will be timed with the release of the draft report.

Ms. Lee said staff will share with the public a proposal of what the next steps could be and key milestones. Staff's ultimate goal is to see what the blended system will look like and inform CHSRA what project could work for the corridor. The process will involve defining the service plan alternatives that tie into the proof of concept, which is not the service plan. Linked with each alternative will be an identification of the infrastructure and fleet needs to make the service plan happen and associated with that is an understanding of the funding and financial implication of each of the alternatives. All of this information will be fed into a decision-making matrix. The matrix would define the trade-offs and will be used by all the stakeholders to contemplate the different levels of compromise that might be considered in exchange for project benefits. At this point staff hopes to surface the preferred project alternatives and what is to be advanced into design and environmental analysis.

Ms. Lee said the CHSRA Business Plan has been pushed out for several weeks and the draft will come out in the November timeframe. Caltrain continues to ask CHSRA to have a thorough discussion about the blended system for the corridor and the discussion is reflective of the dialogue that has been happening locally. Ms. Lee said staff continues to work CHSRA to finalize the scope and budget for FY2012.

Ms. Lee said as outreach is being done for the electrification and environmental document people have been asking about the certification of the document. Over a year ago the State and Federal environmental document was finalized and it also received Federal approval. Staff wanted to complete the process on the State side, but there were some local concerns and staff was directed by the Board to postpone the action and work with the local stakeholders in addressing their concerns. Staff is trying to define what to build out on the corridor and the environmental process needs to be done to clear the project.

Chair Elsbernd asked about the drop in on-time performance and is the performance all due to the crowds or is some mechanical delays. Mr. Scanlon said mechanical issues have caused about 1,000 minutes in delays per month.

Chair Elsbernd asked if there are more mechanical delays or accidents.

Deputy CEO Chuck Harvey said the delays are a combination of smaller series of mechanical delays, but crowding of bikes and passengers needing assistance all attribute to cascading delays.

Chair Elsbernd asked how the transition from Amtrak to TASI is going. Mr. Harvey said the Notice to Proceed was issued on October 1 and staff has been meeting with senior management teams from Amtrak and TASI. The messaging from Amtrak's president to the organization has been extremely positive. TASI has begun to meet with the key unions and have entered into the conversion of the healthcare plans under 13c.

Public Comment

Doug DeLong, Mountain View, said the discussion of a blended service plan and delay situation reminds him of the 98-train schedule and people knew it would be a tight schedule to operate. Ridership has increased significantly since that time and as ridership grows he hopes staff is doing some analysis on more seats per mile per hour for more capacity and allow longer dwell times at stations to operate the schedule more reliably.

Pat Giorni, Burlingame, said there was a dwell study and it shows more people cause more dwell times, but during peak times Trains 324, 220 and 369 are very crowded. Mountain View and Palo Alto are always crowded during peak, which shows more riders are coming from San Jose and San Francisco counties.

Roland LeBrun, San Jose, said quiet zones are possible with Positive Train Control (PTC).

Jeff Carter, Burlingame, said he is hoping the blended system will allow for more Caltrain service. He asked if the blended system takes into consideration grade separations and will it help with the issue of quiet zones.

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR AUGUST 2011

Deputy CEO Gigi Harrington said farebox revenue is over budget by \$1.4 million and expenses are under budget by \$1 million. Last week fuel was \$3.13 per gallon and through September \$57,000 has been received from the fuel hedge.

A motion (Tissier/Lloyd) to accept the August 2011 statement was approved unanimously.

AUTHORIZE AN AMENDMENT TO INCREASE THE FISCAL YEAR (FY) 2012 CAPITAL BUDGET IN THE AMOUNT OF \$750,000 FROM \$60,726,816 TO \$61,476,816 FOR THE CALTRAIN TRANSIT ASSET MANAGEMENT PILOT PROJECT

Director of Budgets and Grants April Chan said Staff Coordinating Council (SCC) requests the Board amend the budget for a grant that was received for the Caltrain Transit Asset Management Pilot Project. This grant was one of six awarded throughout the country, does not require any additional funds and will allow staff to improve and enhance the functionality of the current transit management system, which assists staff in assessing the condition of the agency's assets and what projects to do in order to make sure the system is kept in a state of good repair.

Public Comment

Greg Conlon, Atherton, said this would be a way to increase the Capital Budget without waiting until next year for quad gates at Watkins Avenue and would also qualify for a quiet zone.

Mr. Scanlon commended staff for receiving this competitive grant.

A motion (Tissier/Lloyd) to authorize an amendment to increase the FY2012 Capital Budget for the Caltrain Transit Asset Management Pilot Project was approved unanimously.

AUTHORIZE APPROVAL OF TENTATIVE BUDGET PROPOSAL FOR THE FY2013 CALTRAIN OPERATING BUDGET AND A BUDGET FRAMEWORK FOR FY2014 AND BEYOND

Ms. Harrington said at the time the FY2012 was balanced the Board directed staff to work with the Metropolitan Transportation Commission (MTC), Santa Clara Valley Transportation Authority (VTA) and San Francisco Municipal Transportation Agency (SFMTA) to come up with a proposed strategy for a balanced FY2013 budget. Staff will bring back an actual budget in May and June for approval but would be within these guidelines. Elements of a balanced budget will include a parking fee increase, \$5 million from MTC in preventative maintenance, a

fund swap by SamTrans and acceptance by SamTrans of funds for the repayment of the right of way purchase from VTA and SFMTA.

Chair Elsbernd asked about budgets beyond FY2013. Ms. Harrington said staff will look at how the shares are apportioned between the member agencies for FY2014 and also will implement a new administrative cost structure.

Public Comment

Jim Bigelow, Redwood City/San Mateo County and Menlo Park Chambers of Commerce, said there still is a problem of how the Caltrain budget will be fixed and there needs to be a strong focus. The general manager informs the public how full trains are and the problems with dwell times. The answer to this problem is electrification and everyone working together to move residents to and from their jobs.

Andy Chow, Redwood City, said more than six months ago there was discussion about cutting service to 48 trains. He is pleased to see the Board took action so no service was cut and to find a solution for FY2014 and beyond.

A motion (Nolan/Lloyd) to authorize approval of tentative budget proposal for the Fiscal Year 2013 Caltrain Operating Budget and a budget framework for Fiscal Year 2014 and beyond was approved unanimously.

AUTHORIZE REJECTION OF PROPOSALS TO OPERATE THE SAN FRANCISCO CALTRAIN BICYCLE PARKING FACILITY AND AUTHORIZATION TO RE-SOLICIT

Director of Contracts and Procurement Cheryl Cavitt said SCC requests rejection of both proposals for operation of the San Francisco bike facility and resolicit bids. Staff conducted a Request for Proposal (RFP) process and outreached to small and Disadvantaged Business Enterprise businesses. Two proposals were received and both were requesting some type of subsidy. Both proposers were invited for an interview and asked to provide a best and final offer. As a result of this process staff gained valuable information and decided to go back and resolicit.

Director Ken Yeager asked if the BAC was involved in this process. Executive Officer Public Affairs Mark Simon said staff will engage them at their next meeting.

Director Yeager said if the only way to keep the facility open is to provide a subsidy hope that is considered. Mr. Simon said staff is aware of the sense of urgency to keep this facility open and finding an operator for it.

Public Comment

Pat Giorni, Burlingame, asked what the subsidy is for. The current facility in San Francisco is well over capacity. She asked why an RFP is being issued when it is such a well-run facility.

Mr. Harvey said the building is provided free of charge and the subsidy being sought is for salaries and overhead to run Warm Planet. Since the facility is at capacity the operator has stopped his retail operation and staff will be looking at possibly expanding the facility.

Director Tom Nolan asked how much of a subsidy is being requested. Mr. Harvey said the current operator has asked for a very high six figure subsidy per year.

A motion (Yeager/Lloyd) to reject proposals to operate the San Francisco Caltrain bicycle parking facility and re-solicit was approved unanimously by roll call.

AUTHORIZE AWARD OF CONTRACT TO PARSONS TRANSPORTATION GROUP TO DESIGN, PROCURE AND INSTALL A COMMUNICATIONS-BASED OVERLAY SIGNAL SYSTEM POSITIVE TRAIN CONTROL FOR CALTRAIN FOR A TOTAL COST OF \$138,135,673

Director of Rail Operations Michelle Bouchard made the following points:

- Caltrain initiated the development of a specification to upgrade its signal system in January 2008 to improve operating safety, efficiency and capacity.
- The Rail Safety Improvement Act 2008 requires a Positive Train Control (PTC) System implemented by December 31, 2015. The safety requirements of the Rail Safety Improvement Act are to prevent train-to-train collisions, enforcement of civil speed limits, enforcement of safety zones in the track area and interoperability.
- In August 2010 an RFP was issued for a PTC/Communications Based Overlay Signal System (CBOSS).
- CBOSS functional requirements are enhanced crossing safety, improved headways and operational flexibility, enforcement of scheduled station stops, schedule management and employee in charge.
- The scope of the RFP was to develop a turnkey solution that shares risk with the contractor.
- Bids were received from Alstom Signaling, Inc., Parsons Transportation Group and Wabtec.
- The evaluation criteria included technical, qualifications/commercial/work experience and pricing. Pricing is a small component. Staff was looking for a strong technical proposal that would be delivered by a team that is well qualified and had experience.
- Parsons was ranked well above the other two bidders and offered the best value.

Director Tissier left at 11:20 a.m.

- Parsons offered a fiber optic network backbone that will offer a medium- to long-term benefit to the JPB with revenue generation opportunities for the JPB.
- The original contract price was \$160 million and the negotiated final price is \$124 million and if the fiber option was included it would be an additional \$14 million.
- Parsons offered a schedule under which the work would be completed by October 2015.
- The contract phasing has been developed due to funding. Base contract will take project through critical design, Option 1 will take through final design, factory acceptance test and installation and Option 2 is testing on site.

Director Jerry Deal said CBOSS would require the diesel engines be fitted with some type of equipment inside the cab so what happens if electric multiple units (EMUs) are used in a few years. Ms. Bouchard said when EMUs are purchased, depending on the timeframe, if the equipment on board has already reached its useful life then the new equipment would be sought for the new EMUs. If not, the equipment would be moved to the new rolling stock.

Director Deal asked what the useful life of \$231 million of equipment is. Ms. Bouchard said it is a 30-year system life. Project Operations Liaison Dave Elliott said this type of component typically has 10 years of useful life and within that timeframe hardware remains the same, just may need software updates.

Director Deal said the options require no additional Board approval and that concerns him. Mr. Scanlon said staff can bring back each option to the Board.

Public Comment

Charles Voltz, Burlingame, said little information was provided to the public or Board on this item prior to today's meeting. There is controversy as to whether CBOSS is a good solution and the staff report only provides a half-page update on the project.

Roland LeBrun, San Jose, commended the Board and staff for their progress over the last month. More work needs to be done and the agency needs to stick with wireless communications and not use fiber. He asked why more consideration wasn't given to Alstom who provided PTC in the northeast corridor and Wabtec, who in the end are the manufacturer for the equipment.

Jeff Carter, Burlingame, said he assumes a similar system is being developed for ACE and Metrolink and is there a cost comparison for those two systems and how did it compare to Union Pacific's freight operations. There has been criticism for CBOSS being Caltrain specific and that is not true. Mr. Carter asked if CHSRA will also use an off the shelf system too and how will it integrate with their system and Caltrain.

Kathy Hamilton, Menlo Park, said she is concerned about Parsons getting almost every piece of business around the Bay Area and more time is needed to look at other bidders and all team members need to be named. HSR was not specifically mentioned in the grant and what is their involvement in this process.

Ms. Bouchard introduced the team: Project PMO Director Karen Antion, Deputy PMO Director Sherry Bullock, Mr. Elliott and Project Manager Jack Buckingham.

Ms. Antion said risk was shared and there was a turnkey solution different then what other agencies did, in particular Metrolink. There is a big communications component and data communications component to the system. Caltrain decided to use an off-the-shelf technology that is being integrated in a way that's being used on railroads for the first time. From a risk-sharing point of view staff wanted to put the risk on the contractor. Staff carved out a commercial package with Parsons that provides, with the exception of negligence on the part of the JPB, unlimited liability and indemnification for the JPB, which is an extraordinary package under the risk-sharing umbrella. The commercial terms and conditions, as well as the scope of work, were defined and negotiated in a manner that was intended to share the risk appropriately between the JPB and the successful contractor.

There were many deliverables with this contract, but it is a deliverable-based schedule. There are 30 deliverables for which major payments are associated and until that work is completed and accepted by the JPB there are no payments made. There are time schedules with a very detailed project schedule with thousands of activities and 13 subcontractors, the major ones

being Wabtec, General Electric and AirInc., which are providing the three off-the-shelf systems that will be integrated to make CBOSS.

Ms. Antion said there are ways for fiber to be installed that would minimize, if not eliminate, the need to be excavated at a future date. Instead of installing the fiber on the wayside of the train it will be put at the edges of the envelope. It will be put at a depth that won't require it to be disturbed. A large conduit will be installed with three ducts inside it, two of the ducts are full of dark fiber, one likely used to support the PTC system and one for the myriad of things on the Caltrain right of way; the third conduit would be made available for lease.

Ms. Antion said the question was asked why this product was picked and not some other product. Due diligence was done on all three contractors because three different proposals were offered from three different contractors with three different technologies. Wabtec was not chosen because it is not easy to convert a freight product for use on a passenger railroad system. What is clear with Wabtec is that their focus is on delivering a product for the freight system and maturing that product for its ultimate deployment in 2015. Alstom offered a proposal that did not satisfy the interoperability requirements. To put the Alstom product on the West Coast you would have to have dual equipment. The Alstom product isn't compatible with the freight railroad solutions from a communications point of view so you have to put two sets of hardware on the locomotives or wayside or both. They offered temporal separation, which is not an automated solution for assuring that trains will not encroach on each other's blocks.

Chair Elsbernd asked Legal Counsel David Miller to respond to the letter that was received. Mr. Miller said last evening a letter was received from the Community Coalition on High Speed Rail questioning whether a Board action at this time might violate CEQA. Mr. Miller said the letter starts with an inaccurate that CBOSS is "inextricably intertwined with Caltrain's electrification project." This factual matter is not the case. The Federal law requires installation of a PTC system and associated components by a specified deadline and as the Board has heard the system is going to be installed on the JPB's diesel system. The record can and should reflect that there is nothing that inextricably links this particular procurement to electrification. Electrification, if and when it occurs, will be implemented and this system will be adapted accordingly. Mr. Miller said from his perspective as legal counsel, while the law correctly cites what CEQA requires regarding early determination and analysis, the linkage has been made here is that the electrification project should be certified first and the factual underpinning for that is not accurate

Mr. Miller said, as with the rail operations procurement done last month, the Board heard of the extensive due diligence and research that has been done by staff. This is another example of a procurement that was comprehensive and resulted in no protests.

Mr. Miller said in response to Director Deal's concerns regarding Board approval of options 1 and 2 he would recommended the following language for the resolution. On page two of three he would add language at the very end that says "and with the understanding that exercise of options 1 and 2 and associated budget adjustments is subject to prior Board approval."

A motion (Deal/Nolan) to amend the resolution to include the new language was approved unanimously.

A motion (Cisneros/Deal) to award of contract to Parsons Transportation Group to design, procure and install a Communications-based Overlay Signal System Positive Train Control for Caltrain for a total cost of \$138,135,673 was approved unanimously by roll call.

AUTHORIZE APPROVAL TO INCREASE THE EXECUTIVE DIRECTOR'S CONTRACT AMENDMENT AUTHORITY FOR THE RAIL OPERATIONS CONTROL SYSTEM CONTRACT BY \$450,000 FROM \$479,942 TO \$929,942

Ms. Harrington said SCC requests the Board increase the Executive Director's change order authority for the Rail Operations Control System. There was a typo in the packet and last two numbers of the dollar amount by \$50.

A motion (Cisneros/Nolan) to increase the executive director's contract amendment authority for the Rail Operations Control System Contract by \$450,000 from \$479,994 to \$929,942 was approved unanimously by roll call.

LEGISLATIVE UPDATE

Mr. Simon reported:

- The State Legislature is not in session, but there were a couple of bills that sought to put on the ballot a permanent funding source for Caltrain. Both of these did not make it through this year's Legislative deadline process. One is a two-year bill by MTC for a gas tax and MTC currently is polling on the issue. Another is specifically for Caltrain and that has not yet been designated for committee.
- At the Federal level House Transportation and Infrastructure Committee Chairman John Mica has been directed by the House leadership to pursue as much as \$15 billion per year in supplemental funding as long as revenue sources do not include an increase Federal tax. This is an indication that House leadership is backing off Chairman Mica's proposal to cut transportation funding by 30 percent. This came around the time of "Don't X Out Transportation" efforts.
- The Jobs Act includes \$9 billion dedicated to public transportation, \$2 billion for intercity passenger rail service, \$4 billion for HSR and about \$15 billion for other programs that are related to transportation. The reauthorization is still being heavily negotiated between the House and Senate and there are some significant differences.
- Government Affairs Manager Seamus Murphy is in Washington DC with the Bay Area Council and they have met with Secretary Ray LaHood, Senators Dianne Feinstein and Barbara Boxer and the full House delegation for the Bay Area. Among the issues discussed were HSR, Surface Transportation Authorization, the 2020 Expo Bid for California and cyber security. He said when Congresswoman Anna Eshoo came into the room to report on HSR the entire delegation gave her a standing ovation for her efforts to keep this issue alive. The House delegation is fully supportive and unanimously supports HSR and particularly is impressed and encouraged and in support of the blended system.

CORRESPONDENCE

In the reading file

BOARD MEMBER REQUESTS

Support of Diridon Station Plan

Director Ash Kalra said he serves as the representative on the San Jose Diridon Area Plan Committee keeping Caltrain's interests and the development of the Diridon Station in line.

There has been a significant amount of planning as to the future of the Diridon Station area that will culminate in having a state-of-the-art transit station that will have HSR, as well as BART. Adopting this plan no way binds Caltrain moving forward and Caltrain has a significant land interest, but will benefit from the collaboration with other partners through the City of San Jose, BART and VTA.

Manager of Real Estate Property Development Brian Fitzpatrick said he has been participating with the City on the technical advisory committee on this process. Staff is asking the Board to consider a resolution to support the Plan and continue to work with the City to move forward with the Plan. The City, at the front end of doing this process, which is effectively a land use planning effort, looked at the significant infrastructure that will be needed to fulfill the future vision of transportation in this area. This Board adopted a comprehensive access policy previously that looked at a mode shift and this Plan does that primarily by looking at a half-mile area around the station. The JPB is a major land owner in this area and if we are going to develop the land in full the first step is to develop a collaborative relationship with a land use entity, which is the City.

Chair Elsbernd asked when the EIR will be completed. Director of Transportation for the City of San Jose Hans Larson said the City Council has endorsed the draft plan and City staff has started the formal environmental process and plan to have completed by June 2012.

A motion (Kalra/Nolan) to support the Diridon Station Plan was approved unanimously by roll call.

DATE/TIME/PLACE OF NEXT MEETING

The next meeting will be Thursday, November 3, 2011, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

GENERAL COUNSEL REPORT

The two items for closed session were postponed to the November 3 meeting.

ADJOURNED

Adjourned at 12:09 p.m.