

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

**Minutes
April 7, 2011**

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

MEMBERS ABSENT: None

STAFF PRESENT: 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 COMMENT

Alice Frayne, Palo Alto, said she has ridden the train for 70 years and over the past five years and a train wreck has been delivered.

Jeff Carter, Burlingame, said the current fare system has quite a disparity between distances. Staff should look at having shorter zones or point-to-point fares. Mr. Carter said in the past a chart was used to compare Caltrain to its peers and it is not accurate due to distances the systems travel.

Michael Frost, Menlo Park, said Caltrain is important to him and he purchased his home to be near the Menlo Park Caltrain Station. The decision to have mixed use of retail and housing at the Hayward Park Station was made based on the service offered by Caltrain.

Avonne McClure, San Carlos, said she is the chair of the Sustainable Land Use Committee for the Sierra Club and they are trying to get developments along the system. People need to get their needs met by the service. She said she is willing to pay more in property and gas taxes to fund the service.

Barbara Doheny, Sunnyvale, said she does not own a car and depends on Caltrain. She appreciates the work the Board and staff is doing to find a solution to the financial issue. The schedule published on Tuesday is good and she is glad Gilroy service was saved. Ms. Doheny said it is a big mistake to replace Amtrak engineers and conductors as they provide a very professional service with excellent quality.

CONSENT CALENDAR

- a. Approval of Minutes of March 3, 2011
- b. Authorize Entering into an Agreement and Covenant Running with the Land (to Construct and Maintain Train Station Platform and Light Pole into Public Right of Way) with the City of Santa Clara

- c. Assessment of the Fiscal Year 2011 Fuel Hedging Program and Adoption of Revised Fuel Hedging Policy
- d. Authorize the Appointment of Orrick, Herrington and Sutcliffe, LLP to Serve as Special Counsel in Connection with the Fiscal Year 2012 Fuel Hedging Program
- e. Rejection of Low Monetary Bid from GE Transportation Systems Global Signaling, LLC as Non-Responsive and Award of Contract to Invensys in the Total Amount of \$763,234 for Purchase and Delivery of Signal Equipment

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

CHAIRPERSON'S REPORT

Chair Elsbernd said recruitment began for the JPB Citizens Advisory Committee (CAC) and there are vacancies, one in each county.

REPORT OF THE CAC

Chair Bruce Jenkins reported:

- At the March 16 meeting, an ad hoc committee was formed to review the service changes.
- The CAC held a special meeting on April 5 to discuss the latest service changes and fare adjustments and endorsed the recommendations of staff.

REPORT OF THE EXECUTIVE DIRECTOR

Executive Director Michael Scanlon reported:

- Staff continues to work diligently with officials at the California High Speed Rail Authority (CHSRA). Even though the initial construction will take place in the Central Valley, there is much urgent work to be done in this corridor. Staff was in Sacramento this week to meet with senior officials at CHSRA. On April 20 there will be a meeting with the Rail Corridor Partnership and CHSRA Chief Executive Officer Roelof van Ark. Outreach and genuine dialogue continues with stakeholders along the corridor.
- The Bicycle Advisory Committee (BAC) met on March 17 and they received an update to convert an additional 10 trailer cars to provide two gallery bike cars on all consists. Bicycle capacity has been increased by 50 percent over the last two years. Staff has also made a change to the bicycle policy as it pertains to youths at the recommendation of the BAC.
- The reading file contains the monthly Safety & Security Report.
- Mr. Scanlon said Deputy CEO Chuck Harvey will be presenting the annual ridership counts taken in February. This presentation will set the context for the presentation of what is going to be discussed later in this meeting.

Director Omar Ahmad said he received some correspondence on what powers the JPB has and doesn't have. Can the JPB put something on the ballot? Legal Counsel David Miller said the JPB does not have the power to put an item on the ballot, allowing the JPB to do so would require legislative action.

Director Ahmad asked about the decline in fare enforcement numbers in the February 2011 Safety and Security Report compared to February 2010. Mr. Scanlon said Clipper was introduced in February and conductors were more lenient on fare evasions.

Mr. Harvey made the following points on the annual ridership count:

- The purpose of the counts is to provide a measurement relative to previous years.
- The data is used for evaluating service changes, allocate resources, and is a comparison to revenue-based ridership estimates.
- Headcounts are taken on every weekday train averaged over five weekdays.
- There was record ridership in February 2011 at 41,442 riders.
- Ridership is the highest in the peak periods.
- In January, four mid-day trains were eliminated and ridership on the eliminated trains moved to adjacent trains.
- All stations had increases in ridership except for two, Capitol and San Martin.
- The top 10 stations represent 80 percent of Caltrain's ridership.
- Ridership grew in all three counties.
- The Gilroy extension saw a slight increase in ridership in 2011.
- A number of trains are at seated capacity and peak trains are full.
- Average trip length for 2011 has remained steady at 23 miles.
- Average weekday bicycle ridership was up 37.8 percent from 2010.
- Bicycle ridership is about 8.8 percent of total ridership.
- Total weekend ridership was up 21 percent from 2010.
- The first five weeks of the pilot weekend Baby Bullet service show a robust and growing demand.
- Ridership exceeds the previous high seen in 2009, even in the current economic climate and with the past service reduction.

Chair Elsbernd asked if the total passenger count includes bicycles. Mr. Harvey said yes and San Francisco is the highest boarding station with bikes.

Public Comment

John Murphy, San Francisco, said there is no outreach on the Clipper card and it is an embarrassment for the conductors to remind people to have money on their card. This is good technology but it is a system where a great percentage of riders feel they are being scammed and the staff is incompetent.

Pat Giorni, Burlingame, thanked staff and the Board for the expansion of on-board bicycle capacity.

Jeff Carter, Burlingame, said there are problems with the Clipper card, especially in setting the parameters for the monthly pass. He is glad work is being done and discussion occurring with HSR. Mr. Carter said tunneling or trenching HSR would be detrimental to itself and Caltrain. He thanked staff for the ridership count report and doesn't want any cuts made that would be detrimental to the ridership.

Andy Chow, Redwood City, said a tax requires legislation, but a united voice is needed to ask for the legislation. As a rider he said it is hard to locate the Clipper readers at various stations.

Jim Whittemore, San Mateo, said he would cut Hillsdale and keep Hayward Park since a Transit Oriented Development (TOD) is in the works at the Hayward Park Station.

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR FEBRUARY 2011

Deputy CEO Gigi Harrington said revenue is over budget by \$2.4 million and there are savings of \$5.3 million on the expense side.

A motion (Lloyd/Ford) to accept the February 2011 statement was approved unanimously.

PRELIMINARY FISCAL YEAR 2012 OPERATING BUDGET

Deputy CEO Gigi Harrington delivered the following report:

- In Fiscal Year (FY) 2011 SamTrans proposed to reduce its contribution by \$11.7 million over a two-year period, but did a one-time fund swap to keep its FY2011 contribution near FY2010 levels.
- The FY2011 budget was balanced using a combination of service reductions, fare increases, staffed ticket office closures and administrative cost reductions.
- In FY2012 SamTrans staff proposes to further decrease its contribution and started budget discussions with a \$30 million deficit.
- In March the Board received comments and held a public hearing for a 48-train service operating scenario; revenue for a 48-train schedule would be \$53.3 million with a \$4.7 million shortfall. The Board also declared a fiscal emergency.
- A 76-train service plan was developed for the preliminary operating budget for FY2012, including: increase the base fare by 25 cents, resulting in \$2 million in additional farebox revenue; an increase in daily and monthly parking to \$4 and \$40, resulting in \$500,000 in additional revenue; new preventative maintenance funding of \$1.5 million; an increase in member agency contribution, assuming SamTrans' share of \$10.6 million; other sources of \$7.5 million from FY2011 savings rolled forward; \$3.2 million for one-time Rail Operator Contractor Transition costs in FY2012; and shuttle program reduction of \$200,000.
- SamTrans' contribution of \$10.6 million is made up of \$4.9 million from the San Mateo County Transportation Authority (SMCTA); \$2 million in monies from repayment of the SamTrans' investment in the Caltrain right of way and \$3.7 million through a fund swap.
- With San Mateo contributing \$10.6 million San Francisco would contribute \$4.5 million and Santa Clara would contribute \$20.2 million for a total of \$25.3 million.
- Staff anticipates bringing back a preliminary FY2013 budget to the May meeting.

Chair Elsbernd asked if there is a correlation between the daily parking increase and riders and cars at stations. Ms. Harrington said a correlation is seen between riders and cars at stations.

Director Liz Kniss asked if there is any mechanism for increasing parking to \$4. Ms Harrington said the parking is monitored closely and the Board gave the Executive Director the authorization to go as high as \$5 per day. Some stations are at capacity now. Director Kniss asked if staff has received any complaints from surrounding neighborhoods.

Mr. Scanlon said there are 7,410 parking spaces available and in 3,844 spaces were used in February 2011.

Director Nat Ford asked about the actual transition costs for the rail operator contractor contract. Mr. Harvey said there are a number of transition costs in the event a new rail operator is selected.

Director Ken Yeager asked about member contributions and the right of way. Ms. Harrington said there are some funds to be used for the repayment of the right of way. She said staff doesn't have a solid balanced budget for FY2013 and will be bringing that back to the Board.

Director Yeager asked how the decision was made to use \$2 million this year and \$3 million next year and not the other way around. He said if \$3 million is put in this year it would put more money in the overall pot.

Public Comment

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said in prior years the Board has declared fiscal emergencies more than once and the wake-up call is now to get the train up and running for FY2012 and work very hard to get something done for FY2013 and beyond. He is pleased to see there is \$4.9 million from SMCTA and when the county renewed the 25-year Measure A it was done to allow for funding to Caltrain.

Irvin Dawid, Palo Alto, said to this is a very complicated dance between member agencies. For the benefit of the public they need to realize there is no Caltrain. Caltrain is run by member agencies that are clearly accountable to themselves. Mr. Dawid said staff and the Board needs to clarify and explain to the public that Caltrain is run by member agencies.

Roland Lebauu, San Jose, said he understands that parking will now be charged at the Tamien Station and asked if the Santa Clara Valley Transportation Authority (VTA) light rail users will be charged parking as well as that station.

Pat Giorni, Burlingame, said the morning boarding number is used for how member contributions are set. She said Santa Clara and San Mateo each put in \$10 million for member contributions and it doesn't seem like San Francisco's contribution has been raised to coincide with their increased boardings.

Jeff Carter, Burlingame, said during preliminary budget talks there was a discussion of using Dumbarton Rail funding and nothing has been discussed on this issue. Is this still being considered for this budget year? He said if Amtrak, the current operator, is selected again will there be transition savings. Mr. Scanlon said staff can't speculate on that yet. Mr. Carter said there are political pet projects that will move forward and it is unfortunate that BART to San Jose and Central Subway in San Francisco keep moving ahead while Caltrain has to suffer.

John Murphy, said for \$173 he can purchase a monthly pass from San Bruno to Palo Alto but for \$150 he can purchase a monthly pass from Millbrae to Palo Alto with free parking at Millbrae.

AUTHORIZE SERVICE AND FARE CHANGES TO BALANCE THE FISCAL YEAR 2012 BUDGET

Mr. Harvey made the following presentation:

- Since the public hearing there have been a serious of complex negotiations going on and staff had to work with what could be developed, including running test trains to see if a new schedule could be done.
- Staff had to balance competing objectives – budget cutbacks versus customer desires.
- Not all needs and wants can be met with available funding.

- Staff was able to develop a service proposal to provide 76-trains, and retain off-peak period service, Gilroy service, weekend service with a revised stopping pattern and some special service.
- The revised weekday proposal seeks to balance reduced running time and station frequency with a 70-minute end-to-end travel time.
- Service would be restored to all stations except for Bayshore, Hayward Park and Capitol.
- Weekend service would be restored to hourly frequency, but to achieve this requires weekend service suspended at 22nd Street, Bayshore, South San Francisco, Broadway, Hayward Park, Belmont, San Carlos, Atherton, California Avenue, San Antonio, Lawrence and the Tamien Shuttle.
- The weekend stops serve stations that provide 83 percent of the ridership.
- Baseball post-game specials will continue to be operated, but extra northbound pre-game trains will be discontinued.
- There will no longer be additional service for Sharks games, but the last train will still be held up to 15 minutes after the game.
- Stanford Stadium stop cannot be served on weekends due to scheduled crews and equipment turns.
- The revised service proposal reduces operating crews, associated maintenance staff and materials, station maintenance costs and fuel costs.
- The revised service proposal will have a net savings of \$3.3 million.
- Staff completed a Title VI analysis requirement and the draft reveals there are no unmitigated impacts to minority or low-income communities.
- The recommended service and fare recommendations will have a net budget impact of \$6 million.
- The delay in approving these recommendations for a July 1 effective date would be a \$500,000 per month deficit.

Director Art Lloyd asked why some rush hour service is being eliminated at South San Francisco and San Bruno stations. Mr. Harvey said staff looked at current ridership patterns when making the new schedule.

Public Comment

Jack Matthews, Mayor of San Mateo, said there are three stations in San Mateo and two of those stations comprise 25 percent of riders. Since 1998 over 600 acres of office and housing developments have been planned between Hayward Park and the Hillsdale Station and he asked that the Board consider not closing Hayward Park.

Larry Patterson, Director of Public Works for the City of San Mateo, said the possibility of closing Hayward Park is having a negative effect on investment in projects in the vicinity. He asked that the Board consider delaying action today and that any service plan adopted by the Board include a statement that any station closures are subject to an annual affirmative decision to keep the station closed.

Terry Nagel, Mayor of Burlingame and SMCTA Board member, thanked the Board for saving the Burlingame Station but doesn't like the idea of losing weekend service at the Broadway Station. She said speaking as a SMCTA Board member, people depend on this service for their daily lives. She said a comprehensive transportation plan needs to be done for the entire Peninsula that serves everyone.

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said employee shuttles may be an opportunity for the partner agencies to find money for reconfiguring the shuttle system. He would encourage staff to look at revenues and get feedback from the business community on how these changes are affecting them.

Bill Strahle, said the big problem of this railroad is not having dedicated funding. He said it is a shame this rail service depends on three transit agencies that have their own financial problems. Mr. Strahle said Hayward Park would be a good location for a bus feeder service location.

Alan Talansky, San Mateo, said the adopted San Mateo Transit Plan approved by the City of San Mateo represents 600 new homes and the creation of hundreds of jobs at or near Hayward Park. He supports Caltrain, but short-term fixes shouldn't put in jeopardy long-term projects.

Lisa Lewis, San Mateo, said her company develops TODs. Three years ago her company purchased three acres near Hayward Park for a new development. Employers want to be near transit for their employees, but need the commitment that the station will be there.

Mark Leach, representing construction workers in San Mateo County, said these are not easy times for trade workers. He said the train puts the "T" in TOD. Please keep all stations open.

Rich Hedges, San Mateo, said the Board shouldn't be held accountable for the meltdown of the economy. He said by closing the Hayward Park Station it will kill economic development.

Marshall Loring, San Mateo, said he worked hard to convince the city and developers to build at Hayward Park and now the station is being closed.

Paul Jones, Atherton, said the 76-train schedule appears to be a vast improvement from last month. He said a big mistake is being made with short-term adjustments with long-term impacts. Commuting and riding the train is a habit and once people get in their cars they won't be back on the train.

Nancy Thomas, San Jose, said she commutes between Santa Clara and California Avenue stations. She said in the morning Santa Clara will have less stops and in the evening California Avenue has less stops. She rode the train 48 times in February and only had her ticket checked eight times.

Brian Brackney, San Francisco, is not happy about cutting service at the numerous stations on the weekends. He said staff should consider staggering stations on weekends so more stations are served. Mr. Brackney also asked that onboard payment be reinstated.

Greg Conlon, Atherton, said that when he was president of the California Public Utilities Commission, the PUC learned it had to serve all customers and Caltrain needs to do the same.

Rosemary Maulbetsch, Atherton, said she lives in a TOD. She said it functioned well up until Atherton lost service five years ago. If the Board and staff want to encourage the public to use mass transit the trains have to be accessible.

Nellie Fitzgerald, San Carlos, said she takes the train daily and taking away weekend service is a big deal.

Susan Fitzgerald, San Carlos, said not everyone works Monday through Friday and not all problems can be solved by going to another train. The quality of life for the disabled people is going to be affected by these cuts and she hates to see service compromised for the most vulnerable. She asked that a decision not be made until the public can see and comment on the new schedule.

Jerry Carlson, Atherton, objected to the staff recommendation to completely cut service to Atherton and doesn't think the Board has addressed the long-term solutions. He said the odds of two-thirds of the voters passing legislation are poor.

Director Liz Kniss left at 11:50 a.m.

Chris Lepe, San Jose, asked staff to work with various agencies to come up with a new proposal. It is pretty clear the public supports Caltrain. The public needs more time to look at the proposal.

Jim Janz, Atherton, bought his home near the station and in the mid 2000s weekday service was eliminated and now weekend service is being considered for elimination. Atherton will be the only city on the Caltrain line with a station and no service.

Gladwyn d'Souza, Belmont, asked the Board and staff to use all assets when balancing the budget.

Steven Tsao, Millbrae, said the GO Pass is an employer-sponsored benefit for unlimited rides, which is about a 96 percent discount. There are not that many employers who are benefiting from the GO Pass. He said the GO Pass program should be restructured to allow small businesses to participate.

Marjorie Muench, Palo Alto, asked the Board to delay their decision today to seek community input and keep service cuts to a minimum. There needs to be a long-term dedicated source of funding. She is glad that midday service was saved.

Steve Emslie, Palo Alto, appreciates the work staff has done with the new schedule. He applauds the work of the Board and decisions that lay ahead. He asked the Board to delay a decision today to allow for input from the public on the impacts of reduced service on cities.

Michael Engemann, Redwood City, said he is pleased to see an increase in funding, but doesn't think it is enough. This service affects everyone in the Bay Area. He asked the Board to delay their decision today to see if more money could be found.

Irwin Dawid, Palo Alto, said he is thankful the midday service was maintained and the Board should adopt the budget as presented. He said people need to understand where the \$500,000 per month is going to come from if this decision is delayed. Mr. Dawid suggested adding an extra car on consists for special service.

Shirley Ingalls, Mountain View, asked that a decision not be made today. She said there are upcoming town hall meetings with Silicon Valley Leadership Group where more funding ideas will be discussed.

Jeff Carter, Burlingame, thanked staff for a better schedule than originally proposed. He hopes staff and the Board will look for money to restore or continue the 86-train schedule. It is unfortunate that the proposed schedule does not stop at 22nd Street during commute hours.

Laurie Simanson, Burlingame, said she is a cyclist and commuter to San Francisco and asked that no stations be closed.

Eileen Menter, Mountain View, said she is concerned about the money that is going to BART and spending the time to change rail operators. She said if she doesn't have her station on the weekend she won't ride the train.

Andy Chow, Redwood City, said there are 116 signatures on an online petition asking the Board to delay its decision today. He said getting rid of Baby Bullet service and this new schedule is terrible. This new schedule eliminates 800 bicycle spots.

Barbara Arietta, Pacifica, congratulated staff on the new schedule and asked the Board to accept the proposal today. She said these are short-term and painful solutions.

Paul Wendt, Belmont, said he bought his house to be within walking distance to the station. The weekend schedule will make it impossible to ride with no service at Belmont or San Carlos stations.

Karen Vanderwoert, Belmont, thanked the Board for listening to the people and saving weekday service at Belmont.

Director Kniss returned at 12:20 p.m.

Director Adrienne Tissier thanked staff and the executive directors of the member agencies for working on this new proposal. She said she is very frustrated. Ridership, on-time performance and farebox revenue are all up: the system is not broken, but this proposal would break it. This Board and staff need to remember that Caltrain is the model for the Bay Area. The Baby Bullet service is what made Caltrain successful. She is concerned about the closure of the Bayshore Station, which is geographically disconnected from Daly City. The Board will need to take the model we have today, with all the stations and the Baby Bullet service, and go out to the public in a year and say this is what we want to continue. She said staff needs to go back in the next two weeks and see if \$3.5 million can be found to bring the full service back, keep stations open and maintain Baby Bullet service. She said the public needs to be asked if they want the system and want to sustain it. Director Tissier said she does not support cutting the stations and Baby Bullet service. She said the Metropolitan Transportation Commission (MTC) can be the catalyst to keep Caltrain alive for one more year and craft the \$3.5 million needed within the next two years.

A motion (Tissier/Lloyd) directing staff to schedule a special Board meeting on April 21 and spend the intervening two weeks working with the executive directors of the different agencies to

craft together the \$3.5 million to put the Baby Bullet service back, not close any stations and keep the 86-train model was approved unanimously.

Director Ken Yeager said he is in agreement with keeping the 86-trains and believes money is still available to fill the gap. It was mentioned that \$2 million was being used from the \$7.1 million repayment from VTA this year and \$3 million would be used next year. He asked for an explanation of the original right of way purchase agreement and the funds owed by the partner agencies.

Mr. Miller said this is a very complicated transaction that was entered into in 1991 to acquire the right of way from Southern Pacific. The member agencies entered into an agreement and SamTrans took security in the transaction with the JPB that is recorded in the other two counties. It was done with the full understanding to use best efforts to repay the principal plus interest from sources other than local funds. The reimbursement amount was clearly a best faith effort. There was no expectation that once the money was repaid as to where it would be spent.

Director Yeager said VTA's offer was to give SamTrans \$7.1 million and then SamTrans would match that as part of their share. SamTrans is taking \$2.1 million for FY2012 and \$3 million for FY2013 and it still leaves \$2 million on the table. He asked about the \$1.5 million rolling stock dollars available through MTC. He said he spoke to MTC Executive Director Steve Heminger and there is \$70 million available nationwide and also there are the electrification and Dumbarton Rail funds. He said there is money available to keep the 86-trains and this schedule will be seen by voters as more favorable.

Director Omar Ahmad said he supports the continuation of this issue, but he will push back on language that VTA is giving money to SamTrans. This is a repayment of funds. He said there is pain with the 76-trains, but it does keep the commuters in whole. The challenge right now is a short-term problem; there needs to be a long-term solution. This is a not a sustainable budget. The 48-train schedule, based on additional funding from the member agencies, is a sustainable budget and what the Board is doing is restoring services from a 48-train schedule. He said he will have a hard time approving an 86- or 92-train schedule with one-time fund swaps and deals from found money. He would like to see a sustainable budget and what can be done with the funds that have been found to restore service.

Director Kniss said she seconds Director Tissier's motion that this is not a broken system. Riding transit is a habit and a good habit to have. Cutting back on the schedule does not encourage this good habit. She said she doesn't know any jurisdiction that isn't operating on one-time funds or a Band-Aid budget. A sustainable budget isn't available at this moment. The public has convinced this Board to keep the service that is so important to them. Director Kniss said the goal is to work toward sustainability.

Director Nat Ford said the work that has been done to get to this point has been good and all transit agencies around the Bay Area have the same issues. The member agencies are still looking for opportunities and he is proud of the involvement by everyone. He said one of the challenges in using stop gap measures is it creates a bigger problem for next year and a deeper hole in 2013. No one can count on a ballot measure that taxpayers will approve funding for Caltrain. He is supportive of a two-week extension, but cautions not getting into a bigger hole next year.

Director Ash Kalra thanked staff for the work that has been done in the past three weeks. He respects a sustainable budget and a 76-train schedule, but this Board needs to do everything possible to find all funding sources. Record ridership is being seen and now is not the time to cut service, but capture the riders as the economy turns around. If there is a way to maintain the 86-train schedule and the keep the stations open the Board should do all they can. There needs to be affirmative action each year as to why stations are being kept closed. There is a structural dilemma and more reason to do all possible to maintain a system running rather than break something that is working. This requires Board members and staff to lobby legislators to get a dedicated funding issue on the ballot.

Director Lloyd said he was prepared to move forward with this schedule, but does concur with Director Tissier to study and keep the 86-train schedule when it is such a success story.

Chair Elsbernd requested language regarding Hayward Park and Bayshore stations be added that these are not permanent closures, if they occur. Secondly, if there are going to be cuts they need to be sustainable. He said he does not want to find this Board two weeks from now doing what needs to be done now to get through the year and next year we are going off a cliff.

Chair Elsbernd said there will be a special Board meeting on April 21 at 10 a.m.

Director Ford left at 11:48 a.m.

LEGISLATIVE UPDATE

Government Affairs Manager Seamus Murphy said staff met with local legislators last week as part of the California Transit Association Lobby Day, and encouraged them to move forward and avoid any cuts to transit.

He said at the Federal level Congress has to pass another appropriations measure by April 8 to avoid a government shutdown. The White House has called for meetings on April 7 and 8 today and tomorrow with Congressional leaders to craft a compromise, but it's unclear, at this point, whether they'll avoid a shutdown.

Director Ahmad asked if there is shutdown how that affects transit. Mr. Murphy said local transit agencies would see no impact.

Director Yeager left at 12:51 p.m.

CORRESPONDENCE

In the reading file

BOARD MEMBER REQUESTS

Director Ahmad said he has had it with Clipper and is tired of the correspondence he is receiving. The software is substandard and the rollout is terrible. There has been discussion on point-to-point fares and it does make sense now with the Clipper card. He is requesting a feasibility study be done on this issue.

GENERAL COUNSEL REPORT

No report

DATE/TIME/PLACE OF NEXT MEETING

Thursday, April 21, 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

The Board approved the motion by Director Lloyd adjourn the meeting in memory of Cameron Beach. Director Lloyd said this is a big loss to the transit industry.

Adjourned at 12:54 p.m.