

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

**Minutes  
March 1, 2012**

**MEMBERS PRESENT:** M. Cohen, J. Deal, A. Kalra, L. Kniss, A. Lloyd, A. Tissier, K. Yeager

**MEMBERS ABSENT:** J. Cisneros, T. Nolan

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

Chair Adrienne Tissier called the meeting to order at 10:07 a.m. and led the Pledge of Allegiance.

**PUBLIC COMMENT**

Pat Giorni, Burlingame, said there were over 92 bumps last month and this month seems high too. Yesterday Train 324 was a gallery consist and four letters were received thanking staff for switching the equipment to eliminate bumps.

**CONSENT CALENDAR**

- a. Approval of Minutes of February 2, 2012
- b. Authorize Amendment to Citizens Advisory Committee Bylaws to Change the Section on Attendance
- c. Authorize Disposition of Surplus General Motors, Electro-Motive Division (EMD) GP9 Locomotives

The Board approved the Consent Calendar (Lloyd/Yeager).

**CHAIRPERSON'S REPORT**

Chair Tissier reported:

- Director Tom Nolan will be having hip surgery and may be unable to attend a few meetings in person.
- Thanked Vice Chair Ken Yeager for speaking at the Santa Clara and San Jose station events on February 29.
- Congratulated former employee Janet McGovern on her book on Caltrain.

**REPORT OF THE CITIZENS ADVISORY COMMITTEE**

CAC Chair Paul Bendix reported on their February 15 meeting:

- Congratulated Ms. McGovern on the publication of her book on the history of Caltrain.
- Executive Officer Customer Service and Marketing Rita Haskin gave a summary of input from the various meetings on the proposed changes to the Codified Tariff changes.

- There were questions from committee members on the future of the bike facility in San Francisco, Caltrain funding and dedicated funding source. One member was concerned that Caltrain was not getting their share of the funding.

## **REPORT OF THE EXECUTIVE DIRECTOR**

### **Certificate of Appreciation to Janet McGovern, Author, “Images of Rail: Caltrain and the Peninsula Commute Service”**

Executive Director Michael Scanlon said Ms. McGovern recently published a book on the comprehensive history of Caltrain and the photos are from archives and her husband Reg McGovern. Mr. Scanlon presented Ms. McGovern with a Certificate of Appreciation.

Ms. McGovern said she appreciates what everyone has done for her in launching the book. She loves Caltrain and wanted to do a book about the railroad that told the story from the standpoint of those who love trains and also get across the point that Caltrain is an important community resource for people.

Director Ash Kalra said this is a great book and that he appreciates the number of pictures that focus on the employees who have made Caltrain so successful over the years.

A motion (Tissier/Kalra) to approve the Certificate of Appreciation was approved by all.

Director Malia Cohen arrived at 10:19 a.m.

Mr. Scanlon reported:

- Thanked Directors Yeager, Kalra, Art Lloyd and Liz Kniss for attending the events at Santa Clara and San Jose on February 29. The speakers reflected on the history of the stations and recognized the staff, contractors and consultants and also the high level of cooperation and coordination between the various agencies. This was the first project completed with American Recovery and Reinvestment Act funding. This project was completed with no injuries.
- Key Caltrain Performance Statistics
  - Monthly Performance Statistics – January 2012 compared to January 2011
    - Total Ridership was 1,111,421, an increase of 12.2 percent.
    - Average Weekday Ridership was 41,369, an increase of 10.8 percent.
    - Total Revenue was \$4,619,063, an increase of 18.5 percent.
    - On-time Performance was 94 percent, a decrease of 1.2 percent.
    - Caltrain Shuttle Ridership was 7,241, an increase of 34.7 percent.
  - Year-to-Date Performance Statistics – January 2012 compared to January 2011
    - Total Ridership was 8,009,740, an increase of 9.6 percent.
    - Average Weekday Ridership was 42,763, an increase of 8.2 percent.
    - Total Revenue was \$33,644,652, an increase of 23.5 percent.
    - On-time Performance was 93.5, a decrease of 0.5 percent.
    - Caltrain Shuttle Ridership was 6,878, an increase of 30.9 percent.
- Deputy CEO Gigi Harrington is working with the framework previously approved by the Board and partner agencies for Fiscal Year 2013 budget to try to get some relief in overcrowded trains during the commute hours.

- The transition to the new rail operator, TransitAmerica Inc. (TASI), continues with critical meetings between TASI, the Federal Railroad Administration (FRA) and the California Public Utilities Commission (PUC). The FRA has indicated they are very satisfied with the progress. In addition, all 11 agreements with the bargaining units have been ratified or are in the process of ratification.
- The Bicycle Advisory Committee (BAC) will meet on Thursday, March 15 and the Transbay Joint Power Authority will present plans for bike facilities at the new Transbay Terminal to the committee. At the January meeting the BAC received a presentation from Warm Planet Bikes.
- After considering all comments, emails and letters regarding the July 1 change to the Codified Tariff staff will recommend retaining the 8-ride ticket.
- Special service:
  - Sharks played three home games in February and ridership was up over 25 percent from last year.
  - Giants Fan Fest carried an additional 5,500 riders, but is a decrease of 14 percent from last year.
  - A modified Saturday schedule operated on Presidents Day. The morning ridership to San Francisco was up 71 percent over last year.
  - There will be a double header soccer match on March 17 at AT&T Park.
  - Giants exhibition baseball begins on April 2 at AT&T Park and the home opener is April 13.

Director of Caltrain Modernization Program Marian Lee said since last month staff has been focused on the Capacity Analysis Operations Feasibility Study on the blended system. Staff released a draft report in November 2011 and comments were accepted until January 15, 2012. A total of 12 agencies/individuals submitted comments. Staff responded to all comments, none of which questioned the overall findings that the blended system was operationally feasible. There were numerous requests for more information. If the request was critical to assessing the viability of the blended system it was addressed in the report. If the request was outside of that scope, staff tried to identify when it would be able addressed.

Ms. Lee said staff also has been working on a draft proposal and conducting stakeholder outreach for an Early Investment Program proposed by the California High Speed Rail Authority (CHSRA).

Ms. Lee said CHSRA released a “High Speed Rail Bay Area Central Valley High Speed Train Partially Revised Draft Program Environmental Impact Report.” This document was circulated and comments were due to CHSRA last week. Caltrain submitted comments and made three points: A full-build four-track option still referred to in the document is not under consideration for this corridor; the blended system is the only approach Caltrain is embracing; a few of our stakeholders desired an extension for time on comments.

Director Yeager said he feels ridership is going to increase with gas prices and at what point do we look at ridership impacting the system. Mr. Scanlon said staff has been worried for quite some time. The performance of the system is better served with the Bombardier cars, but the bicycle community is better served with the gallery cars. Director of Rail, Michelle Bouchard,

and Ms. Harrington are discussing and sizing the FY2013 budget to see if we can increase capacity, but at the same time don't have the long-term funding source needed.

Director Yeager said if we are at 42,000 riders now, at what point are there too many riders. Mr. Scanlon said the average daily ridership figures are less revealing than the amount of overcrowding that occurs on peak trains.

Director Liz Kniss said at the Palo Alto station there is a big increase in ridership, but the big issue is the platforms. Mr. Scanlon said the gallery cars have a single door with steep stairs, but the bicyclists like these cars. Passengers without bikes prefer the Bombardier cars that have two doors in each car and lower floors. To make the railroad what it needs to be there needs to be level boarding.

Deputy CEO Chuck Harvey said in the peak hour there are trains at 110 percent of capacity. There is an issue with lengthening trains because many of the platforms are not able to accommodate six-car consists and there is not enough rolling stock. To get more capacity we would need to add more peak hour service and might be able to add one more train per hour into the system until the Positive Train Control/Communications Based Overlay Signal System is in place. Staff needs to decide on the trade-off in service between peak-hour service or filling in the half hours when the mid-day trains are very empty.

Chair Tissier asked if staff reached out to large employers who have employees that use the train in the peak hours to see if they can move their peak work hours. Mr. Scanlon said there already is some spread in peak hours, but people are slow to embrace major changes in their schedules.

#### Public Comment

Pat Giorni, Burlingame, asked if CHSRA is putting its money into the Caltrain Modernization Program. Mr. Scanlon said CHSRA is very engaged in the blended system and is meeting today in Sacramento where there will be a discussion of the blended system on the southern end. There has been a Memorandum of Understanding (MOU) that has been signed off by 20 parties. There is a realization it is going to be a blended system or nothing through this corridor.

Doug DeLong, Mountain View, said he is happy to see the Board focusing on the ridership number and capacity. There are only three ways to deal with this issue: Have standees on train, lengthen the trains or run more trains. There might be an opportunity to purchase or acquire stock from MetroLink.

Jeff Carter, Burlingame, said ridership is driven by high gas prices. The off-peak service drives the peak service. Modifying service patterns could actually hurt service because it might force people to not use the service if they don't have service at their station.

Kathy Hamilton, Menlo Park, asked what the definition of the blended plan was from the JPB because there are three definitions out in the communities. Most of the people who live along the corridor believe it should be at minimum the Simitian/Eshoo/Gordon Plan. Does the JPB support the one-time build-out as Senator Joe Simitian outlined? Does the JPB need Union Pacific's (UP) permission for electrification? Are there no passing tracks planned in Menlo Park and will it be two tracks set?

Mr. Scanlon said staff is in the process of identifying specifically what the blended system looks like. Ms. Lee and her team have been meeting and working with the stakeholders in creating what the blended system will be. What has been completed is a capacity analysis and to identify the blended system a service plan needs to be developed.

Legal Counsel David Miller said with regard to electrification, direct consent is not needed unlike the intercity issue. The PUC will have to take certain actions and UP will have the opportunity to participate in those proceedings.

### **ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR JANUARY 2012**

Ms. Harrington said through January, and with the budget adjustments made in January, revenue is over budget by \$1.5 million and expenses are \$3 million under budget. The fuel hedge for February will return \$49,000 to the JPB. Half of the fuel portfolio was hedged at \$2.90 per gallon; year-to-date fuel is averaging \$3.10 per gallon and last week it was \$3.27 per gallon.

A motion (Lloyd/Yeager) to accept the January 2012 statement was approved unanimously.

### **AUTHORIZE PROPOSED CHANGES TO CALTRAIN CODIFIED TARIFF**

Executive Officer Customer Service and Marketing Rita Haskin said all comments were taken into consideration and staff has made some adjustments. Staff retained unchanged the recommendations to lengthen the sales period to the 15<sup>th</sup> of the month and to increase the cost of the GO Pass by \$10 to \$165 per employee or a minimum buy-in from the company of \$13,750. Originally, staff recommended increasing the zone cost but now is recommending 25-cents on the base for the one-way and Day Pass fare. After hearing concerns from the Board and our customers staff is recommending retaining the 8-ride ticket, but with tighter constraints. The validity period will be 30 days and the discount will be reduced from 15 percent to 7.5 percent. If 50 percent of those who are using one-way paper tickets don't move to Clipper by March 1, 2013, staff is asking Board authorization to implement the zone increase.

Director Kniss asked about making it easier to load cards. Ms. Haskin said staff is working with the Metropolitan Transportation Commission (MTC) and Cubic to find more outlets where people can load their Clipper cards. There are two new machines waiting to be installed at the Palo Alto station for loading Clipper cards. In about three years when new ticket vending machines (TVMs) are purchased one of the key components staff wants is the capability to load a Clipper card.

Director Yeager said at the event yesterday he heard a comment that the Clipper scanner is too high for those in wheelchairs. Ms. Haskin said MTC did an accessibility analysis prior to rolling this out.

### Public Comment

Jeff Carter, Burlingame, thanked staff for addressing the comments and keeping the 8-ride ticket. He noticed the 10-ride ticket is still in the Codified Tariff. The 8-ride ticket was created to accommodate the validators not working with the 10-ride ticket. Last month he asked how much was spent by MTC in developing and implementing Clipper. Clipper doesn't solve the problem of dozens of transit agencies with their own unique fare system.

Adina Levin, Friends of Caltrain, thanked staff and the Board for listening to the riders on the proposal. There are untapped areas for getting people moved to Clipper. We should reward people for using Clipper and transit more, not only on a single system but multiple systems.

John Murphy, San Francisco, said he still doesn't like the new fare proposal. The 8-ride should be eliminated, but an automatic discount be given to all Clipper users. The people who are using the 8-ride ticket will be reluctant to give up their entire discount. A Giants fan will only see prices going up and will drive.

Michael Drury, San Francisco emailed his comment to JPB Secretary Martha Martinez to read into the record. Mr. Drury said the amended staff proposal concerning 8-ride tickets is notable for two key reasons: It superficially appears to be responsive to the overwhelming public feedback to not eliminate this fare; it does nothing to restore or enhance the utility of this fare type. He asked the Board to seriously question the underlying intent of the amended 8-ride proposal and hold over any decision on this aspect unless or until the public feedback on the matter is fully addressed.

Andy Chow, Redwood City, said he thinks this proposal is premature and the Board needs more time to contemplate a better plan to improve the system. People who are not using Clipper are either from another region or don't travel enough to get a Clipper card.

Pat Giorni, Burlingame, asked when people use TVMs are there more credit card sales rather than cash sales therefore is this 25-cent increase a way to offset vendor fees imposed on Caltrain.

Roland LeBrun, San Jose, said there needs to be an incentive in the card. In London the Oyster Card can be refilled at any automated teller machine. The Americans with Disabilities Act (ADA) issue with Clipper is a person in a wheelchair cannot see the display.

Greg Conlon, Atherton, said on the blended system the conflict still remains between the number of cars and trains per hour in the peak and as a result if High Speed Rail (HSR) is going to hit their passenger count four trains per hour is enough. There is still a conflict between the two agencies that needs to be worked out.

A motion (Yeager/Kniss) to authorize the proposed changes to the Caltrain Codified Tariff was approved unanimously by roll call.

**AUTHORIZE AWARD OF CONTRACTS TO STANTEC/SYSTRA JV AND XORAIL, INC. FOR ON-CALL COMMUNICATION AND SIGNAL SERVICES FOR A THREE-YEAR TERM IN AN AGGREGATE NOT-TO-EXCEED AMOUNT OF \$8,500,000**

Director of Contracts and Procurement Cheryl Cavitt said Staff Coordinating Council (SCC) is asking approval of two contracts for on-call communications and signal services. These contracts will provide continued on-call services with no guarantee level.

A motion (Kniss/Yeager) to award a contract to Stantec/Systra JV and Xorail, Inc. for on-call communication and signal services for a three-year term not-to-exceed amount of \$8,500,000 was approved unanimously by roll call.

**AUTHORIZE AN OPERATING SUBSIDY TO WARM PLANET BIKES AND INCREASE THE FISCAL YEAR 2012 BUDGET BY \$50,000 FOR A NEW OPERATING BUDGET OF \$106,404,289**

Executive Officer, Planning and Development Aidan Hughes said SCC recommends the Board authorize a subsidy to Warm Planet Bikes to operate the San Francisco bicycle parking facility in the amount of \$5,000 per month and authorize the Executive Director to adjust the subsidy to an amount not exceeding \$10,000 per month based on a review of Warm Planet Bikes audited financial records. This will require a new operating agreement with Warm Planet Bikes and a budget amendment. Staff feels this action will allow for the facility to operate and continue providing a very valuable service. Staff will issue an RFP to operate the facility in the future and will include a provision to apply for a subsidy and make use of Proposition K funds from the San Francisco County Transportation Authority. Staff will also be conducting a longer range study of the bike parking and bike access at the San Francisco station in cooperation with the San Francisco Municipal Transportation Authority (SFMTA) and with stakeholder outreach.

Public Comment

Pat Giorni, Burlingame, thanked the Board and staff for their hard work in putting this subsidy together.

Roland LeBrun, San Jose, said the time has come to have a discussion on bikes on trains. The policy in London for bikes is the same as BART that no bikes are allowed during commute hour. Maybe we should start charging for bikes and people without bikes are not allowed to sit in the bike car. There needs to be a comprehensive bike sharing infrastructure similar to that in Paris and London, secure bicycle parking at every station and an access bike parking policy.

Adina Levin, Menlo Park, said bike parking is still a way solve the first and last mile for Caltrain. She thanked staff and the Board for listening to the riders and thanked Interim Manager, Community Relations Bevan Dufty for his assistance on this issue.

John Murphy, San Francisco, thanked the Board and staff for this interim funding. Having people park their bikes at Warm Planet allows for other people who need their bikes to board. There is a SFMTA lot by the 22<sup>nd</sup> Street station and maybe a facility could be opened there.

Jeff Carter, Burlingame, thanked the Board for supporting the Warm Planet Bikes facility. It is a well needed and used program. There may be fewer seats to accommodate bicycles and people who do not have bikes may have to stand, but is there any evidence that a non-bike riding passenger has ever been denied boarding versus those who bring their bike.

A motion (Yeager/Lloyd) to authorize an operating subsidy to warm Planet Bikes and increase the Fiscal Year 2012 budget by \$50,000 for a new Operating Budget of \$106,404,289 was approved unanimously by roll call.

**CALTRAIN MODERNIZATION EARLY INVESTMENT PROPOSAL**

Ms. Lee reported:

- For many decades the JPB has had a vision to electrify the commuter rail system to provide improved service for customers in a greener way and sustainable financial way.
- In 1999 the Board adopted its Strategic Plan.

- Before HSR, staff was able to achieve 35 percent design on the electrification project and an environmental document that served both Federal and State purposes. Staff was successful in receiving Federal approval; State approval is pending.
- The project's biggest challenge was identifying funding.
- HSR was approved by voters and CHSRA made a policy decision to use the Caltrain corridor to access the terminus in downtown San Francisco.
- HSR needs a system that is electrified and Caltrain wants an electrified system.
- CHSRA had been working on an original plan that was a full-build project in the Peninsula corridor, which is approximately 50 miles long. The concept was for four-tracks, which is essentially a two two-track systems, one for Caltrain and one for HSR. This four-track system would be fully grade separated.
- There was local rejection of the full-build concept with the result that CHSRA's design and project level environmental activities in our corridor have been on hold for quite a while. There is no activity related to pursuing a four-track design or a four-track project level environmental document in the corridor.
- Congresswoman Anna Eshoo, State Senator Joe Simitian and Assemblyman Rich Gordon stepped up and challenged Caltrain to develop what they called a blended system: an electrified corridor, substantially within the Caltrain right of way, that connects at San Jose Diridon, does not terminate at 4<sup>th</sup> and King but continues to downtown San Francisco, supports both the Caltrain and HSR systems and the most critical component is that it is done in a way that utilizes the existing tracks and does not require a four-track system.
- This blended system concept starts to lower the project costs and helps advance the project more quickly.
- With these concepts in mind Caltrain took the first step in understanding if a blended system is feasible: Can our tracks be shared with HSR?
- Staff worked with LTK Engineering, who developed a computer simulation of the existing corridor. They modeled the existing tracks, assumed an electrified system, all electric trains and three HSR stations.
- With this scenario, staff tried to figure out how many trains could be run in the corridor and what does passing tracks in a segment of the corridor buy us and what level of impact would they have on the community.
- Staff studied five variations on the location of passing tracks to understand what they can do and what impacts they may have.
- Based on the computer simulation model, LTK Engineering informed staff that the blended system concept has merit. Not only is it practiced in other properties in the United States and in other countries, but for our corridor both systems can run reliably sharing tracks. The potential is up to 10 trains per hour, per direction. Today Caltrain operates five trains in the peak hour per direction. There is capacity for 10 trains if there are passing tracks and capacity for eight without passing tracks.

Director Liz Kniss left at 11:37 a.m.

- Testing was done at 79 miles per hour, which is what is operated today and tested 110 miles per hour. The simulation model showed both speeds could be supported.

- Based on the conclusion and key findings the blended system is operationally viable Caltrain staff has been working with various cities along the corridor to define a process for identifying what this blended system looks like.
- The critical next step in the process will be a decision-making tool for the various stakeholders interested in the process. This will help staff be able to understand the infrastructure requirements, fleet requirements and the various cost implications from upfront capital investment to potential financing to ongoing operations and ongoing maintenance. With this information staff will be able to lay out what the tradeoffs are associated with the various versions of what the blended system could look like and contemplate if they are worth the return on investment.
- This work will take approximately two years and staff is six months into the process.
- A draft CHSRA Business Plan was released in November. There are varying opinions about the Business Plan that included many aspects to a very large project that would be done over a long period of time. There was a particular chapter of interest to Caltrain staff in which the CHSRA put in writing that they understood what works for the Peninsula is the blended system. They also said that even though they are building from the Central Valley out, which would have made this segment one of the last invested in, they said it doesn't have to work that way and that they are willing to see if early investments could be made within this decade.
- As CHSRA is working to revise its draft Business Plan, they have identified various stakeholders in Southern and Northern California and have asked what projects we would propose for investment should early money become available. Southern California has already defined their projects with approximately a \$2 billion budget and a timeframe of 2020. With these general timeframes, the Bay Area projects are being defined.
- Early investment parameters for projects:
  - They must be located in the San Jose to San Francisco segment of the HSR system.
  - They must support both Caltrain modernization and the blended system.
  - There must be no compromising the local planning process.
  - It must be achievable by 2020.
  - The funding, up to \$2 billion, would be a match between Proposition 1A money and other money that can be found.
- The vision in the Draft Proposal is the blended system supporting both Caltrain and HSR electrified service connecting at San Jose Diridon to downtown San Francisco. This vision would be realized in two incremental steps.
  - The early investment being proposed is the first increment that buys an electrified Caltrain service. There is no HSR traffic in the first increment and when, and if, HSR gets to the San Jose Diridon station the Caltrain electrified service would serve as improved feeder service to the HSR system.
  - The recommended projects to achieve this are the Communications Based Overlay Signal System/Positive Train Control (CBOSS/PTC), Caltrain electrification and the installation of poles and wires and power facilities throughout the corridor and conversion of trains from diesel to electric.
  - There are some to be determined items in terms of dollar amount, but not in terms of need. There are infrastructure needs such as upgrading bridges and tunnels and some station work where there is congestion and reliability issues. There will

have to be rail crossing upgrades and these could range from grade separations to improve at-grade crossings.

- There is a placeholder for San Francisco and San Jose as they are the two terminus points of this segment. These two cities are trying to identify what they would need to do in this early proposal.
  - The second increment is what is needed to achieve HSR “one-seat” ride from Los Angeles to San Francisco. At this point there would be HSR traffic in the corridor. The cost and funding for the second increment is to be determined. The key projects include the downtown extension which would extend the commuter rail service from 4<sup>th</sup> and King to downtown San Francisco. HSR and Caltrain systems would have to be integrated. There would be a need for more infrastructure upgrades such as replacing the ties and straightening out certain curves to support higher speeds. Stations would have to be upgraded because there will be HSR stations at this point in the corridor, complete more grade separations or upgrades to the crossings and the issue of passing tracks which is to be determined.
  - Lastly, the issue of storage and maintenance facility. When there was a larger project contemplated there was the idea of a large storage maintenance facility in the corridor. Now that a smaller project is being considered with less HSR traffic, is one needed in the corridor, and if so, how much it might be downsized and what the different location options are?
- Staff has been coordinating outreach with city/county staff, working with the various transportation agencies in the region and been holding or attending various public meetings. Staff met with the San Mateo County Rail Corridor Partnership on February 29 and on March 2 will be meeting with the Peninsula Cities Consortium.
  - Upcoming transportation meetings include the CHSRA meeting on April 5 where the revised Business Plan will be discussed.
  - The MTC is the lead regional agency trying to reconcile and consider all the various interests in the transportation agencies in the region about how they want to invest this money. The MTC is scheduled to consider the MOU March 28.
  - Staff will be coming back to the JPB as more progress is made on the MOU.
  - The San Mateo County Rail Corridor Partnership included the cities of San Mateo, South San Francisco, Redwood City, Millbrae, Burlingame and Brisbane. Comments received from this meeting include:
    - They agree this is very rushed and it is hard to have a thoughtful discussion. Some did note even though it was rushed they didn’t want to lose this funding opportunity.
    - The majority of the cities support Caltrain modernization and the blended system. Burlingame is to be determined. They need to have a city council meeting before they can take a position. San Mateo’s council did take a formal position of conditional support. The representatives of the remaining cities assessed their council members, but are short of a city council action.
    - Specific to the early investment proposal there was majority support among city representatives but they did have very strong conditions for their support.
    - There is no further contemplation of a four-track, full-build project in our segment and we are only talking about the blended system.

- For the first increment of projects in the early investment there are no passing tracks. In order to figure out what the cities' position is on the passing tracks it would need to be evaluated further and it would be a concept for the second increment.
- The contemplation of increasing train service in the peak hours has to be linked with an understanding of what needs to be done to address safety and the impact of the changing gate down time and how that would affect the local traffic circulation in their cities.
- There was one city specific comment of no storage maintenance facility in Brisbane. This is a very city specific issue because it is an industrial facility in an area where they want to do a transit oriented development.
- The MOU that MTC is preparing with the CHSRA it provides a parameter about what the early investment program would be. They said it is important to have the cities local interest reflected in the MOU. MTC, because of their regional perspective, would not have that. So when there is contemplation of what parties would be in the MOU they wanted a solution as to how the local representation could be strong in whatever MOU is developed with the CHSRA.
- Other comments received include:
  - Many of the comments are for HSR.
  - There is still great concern about the continued reference to a four-track, full-build project in various CHSRA documents. They understand there is mention of blended system, but the fact there is still discussion about it gives public a lot of anxiety
  - They are concerned about the passing tracks. They don't believe passing tracks sync up with the guidelines that were proposed by Congresswoman Eshoo, Senator Simitian and Assemblyman Gordon.
  - Desire a very new and different HSR agreement that lays out the conditions of how and why we would want to work together.
  - Ongoing questions about the pending attorney general ruling. They want to know if the blended system meets Proposition 1A, if the environmental document for the corridor can be downsized and if the blend system qualifies for Proposition 1A funding.

For the comments that deal with the MOU and the early investment project, staff will continue to work through MTC and address those comments. Many of the comments that are outside of our scope will be directed to CHSRA staff.

#### Public Comment

Brandt Grotte, Mayor of San Mateo, said he is glad to see the JPB driving this process and not the CHSRA. The City of San Mateo submitted a letter that their city is one of the few segments where there is only one vertical alignment proposal. It minimizes right of way impacts, speaks of local match in two different venues both \$12 million from the city of San Mateo as well as Measure A funding. This is a proposal that has the backing of the entire San Mateo City Council and meets the Caltrain Footprint Study.

Larry Patterson, City of San Mateo, said the project they would like to have included in the first increment is the 25<sup>th</sup> Avenue Grade Separation and Rail Alignment Project, which has been part

of the City's Rail Corridor Plan. It is a key factor in completing the Bay Meadows Project because one of the grade separations needs to be in for that project to be fully completed and fully transit oriented. The city is asking for grade separation projects within that increment as described as grade crossing improvements and enhancements be included in the first tier. Ms. Lee has been helpful in changing the discussion and very effective in shifting the focus from what we don't like about HSR to what we really want in the corridor.

Richard Hackmann, City of Palo Alto, said the city will be submitting a formal letter to Caltrain and the MTC outlining their explanations for what would be contained within any MOU that is entered into. The City of Palo Alto wants it explicitly stated that a four-track alignment is off the table and focus on a two-track blended system.

Jeff Carter, Burlingame, said he is urging Caltrain to not limit to two tracks because there may be a need for expansion in the future and not limit to six trains per hour. One of the problems is there are community anti-HSR coalitions that do nothing but lie through their teeth about HSR and want to kill this project no matter what. They are scaring people and having them believe that thousands of houses are going to be destroyed and trees are going to be cut down. The city councils are buying into this garbage from these organizations. Sixty-eight percent of the Caltrain right of way is 100 feet or wider and that is more than enough to accommodate four tracks.

Jim Bigelow, Redwood City-San Mateo County Chamber of Commerce, said he has a copy of the 2004 Environmental Impact Report for electrification. The process that Ms. Lee outlined would be great to use to update the report and get a document where we are ready to go forward. Also San Mateo County spent \$2 million on the footprint of all the at-grade crossings with options for the cities.

Pat Giorni, Burlingame, said the CHSRA Board meeting on April 5 is when they are going to determine whether they are going to adopt the draft Business Plan which is exploring the blended system. Therefore she cautioned the Board going into any MOU about any early investment until the Business Plan is adopted and the CHSRA takes out of the draft EIR any talk of the four-track system.

Director Cohen left at 12:07 p.m.

Adina Levin, Friends of Caltrain, thanked Ms. Lee for changing the discussion and keeping people calm. There are risks to the HSR project that are out of our control, but if it goes forward the plan is good for Caltrain and the corridor.

Roland LeBrun, San Jose, said those travelling to the downtown extension should be charged an extra \$1.

Greg Conlon, Atherton, said the CHSRA needs to be challenged on how they are going to finance, the number of trains, ridership and getting their number of trains through two tracks. Traffic congestion is going to be bad especially if there is no grade separation and this could lead to a safety issue.

Vaughn Wolfe, Pleasanton, said cities have no right to say no to four tracks and no one in this area has the audacity to say the future cannot have four tracks.

### **LEGISLATIVE UPDATE**

Government Affairs Manager Seamus Murphy reported that at the State level staff has been working with the delegation on the early investment in the Caltrain corridor from the CHSRA. The other issue staff is focused on is dedicated funding with Assemblyman Jerry Hill. He has introduced a Assembly Bill 2102 that ultimately would provide Caltrain the authority to put a measure on the ballot to ask voters to approve a sales tax that would fund Caltrain operations and capital improvements. Before the details of the bill are worked out, staff is exploring the opportunity to add additional co-sponsors from the Caltrain delegation. Staff is hopeful that every legislator who represents the Caltrain service area would eventually sign on to the bill.

Mr. Murphy said at the Federal level, House Resolution 7, the Surface Transportation Reauthorization bill, has been tabled. The bill called for removal of the guaranteed funding for the Mass Transit Account which provides Caltrain with formula funding every year to maintain and expand the service and system. There was an overwhelming nationwide response in opposition to the finance provision of the bill. The American Public Transportation Association led the effort to encourage agencies all over the country to reach out to their members and express opposition to that provision. Staff put together a letter of opposition with a key and broad group of community regional stakeholders who were all opposed to that finance provision. Staff is happy to see that the bill has been tabled. The House is going to come forward with another proposal likely to look more like the short-term Senate version for the reauthorization. The House and Senate are going to have different ideas about how to finance the additional revenue that will be needed to support two years of surface transportation.

### **CAPITAL PROJECTS QUARTERLY STATUS REPORT – 2<sup>ND</sup> QUARTER FISCAL YEAR 2012**

No discussion.

#### Public Comment

Colt Rymer, Redwood City, said he is interested in quiet zones along the Peninsula and what is the requirement for quiet zones for crossing gates. Mr. Scanlon said the local jurisdictions have to come up with the quiet zones and assume liability.

Greg Conlon, Atherton, said if congestion gets too bad, there needs to be a look at open trenches at the larger cities to alleviate congestion. He said next month Atherton is going to propose service be resumed at their city and the construction costs at Atherton is increasing since it is in a pending status.

Jeff Carter, Burlingame, said in Millbrae there is a grade separation at Hillcrest and it only takes 430 feet of Hillcrest and grade separations that are proposed in Palo Alto are nearly 1,000 feet and wondered why that is.

### **CORRESPONDENCE**

No discussion.

**BOARD MEMBER REQUESTS**

None

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

The next meeting will be Thursday, April 5 2012, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

**GENERAL COUNSEL REPORT**

Closed Session: Conference with Leal Counsel – Existing Litigation – Pursuant to Government Code Section 54956.9(a): Robert Lightfoot v. City and County of San Francisco, et. al.

No closed session was held.

**ADJOURNED**

Adjourned at 12:19 p.m.