

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

**MINUTES OF NOVEMBER 6, 2014**

**MEMBERS PRESENT:** M. Cohen, A. Kalra, T. Nolan (Chair), A. Tissier, P. Woodward, K. Yeager

**MEMBERS ABSENT:** J. Cisneros, R. Guilbault

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

Chair Tom Nolan called the meeting to order at 10:08 a.m. and led the Pledge of Allegiance.

**PUBLIC COMMENT**

Pat Giorni, Burlingame, thanked Caltrain for the advanced notice of capacity issues for the Giants parade. No bike bumps were reported that day. There were 259 bumps this month. She said she has seen two letters about bike theft and the difficulty in reporting them to authorities. She would like staff to put information on the bike page on how to report a stolen bike at a station. She said she also reads correspondence about people who are bumped even though there is space on the train and that one conductor in particular is responsible for this.

Jeff Carter, Millbrae, said he read that the California High-speed Rail Authority (CHSRA) wants to use 25 kilovolt electrification wire only on the dedicated right of ways without grade crossings and where freight does not operate. He said this could jeopardize Caltrain electrification. He said he heard people were left behind at Millbrae after the Giants parade. He said next time Caltrain should have empty trains starting midway on the line to take care of stranded people.

Shirley Johnson, San Francisco Bicycle Coalition, said it is important to match new capacity with the customer base and 13 percent of the new capacity should be for bikes. It would make the fleet more consistent. She said a third bike car should be added to peak-hour trains.

Ben Whan, San Francisco, said he uses Caltrain as his exclusive means of transportation. Many bike customers are often left behind on the platform and Caltrain is no longer a reliable and predictable source of transportation. He said the Go Pass is a good program but his company may not renew it next year because users at his company are all bike riders. He said new car capacity should be configured for bicycles.

Malian Cohen arrived at 10:17 a.m.

## **CONSENT CALENDAR**

- a. Approval of Minutes of October 2, 2014
- b. Approval of 2015 Board Meeting Calendar
- c. Acceptance of Statement of Revenues and Expenses for September 2014

Motion/Second: Tissier/Kalra

Ayes: Cohen, Kalra, Nolan, Tissier, Woodward, Yeager

Absent: Cisneros, Guilbault

## **CHAIRPERSON'S REPORT**

Chair Nolan asked to adjourn today's meeting in memory of Al Teglia, a giant in San Mateo County, referred to as "Mister Daly City," who was on the SamTrans and JPB boards. Chair Nolan said Mr. Teglia was also a devoted public servant and terrific guy.

## **Appointment of Brian Shaw Representing San Francisco to the Citizens Advisory Committee (CAC)**

Motion/Second: Nolan/Tissier

Ayes: Cohen, Kalra, Nolan, Tissier, Woodward, Yeager

Absent: Cisneros, Guilbault

## **Appointment of Annie Lee Representing San Mateo County to the CAC**

Motion/Second: Tissier/Woodward

Ayes: Cohen, Kalra, Nolan, Tissier, Woodward, Yeager

Absent: Cisneros, Guilbault

## **REPORT OF THE EXECUTIVE DIRECTOR**

Michael Scanlon, Executive Director, reported:

- Congratulated Director Cohen on her reelection to the San Francisco Board of Supervisors.
- Key Caltrain Performance Statistics September 2014 compared to September 2013.
  - Monthly Performance Statistics:
    - Total Ridership was 1,597,986, an increase of 14.5 percent.
    - Average Weekday Ridership (AWR) was 61,224, an increase of 12.7 percent.
    - Total Revenue was \$7,094,114, an increase of 12.9 percent.
    - On-time Performance (OTP) was 90.7 percent, a decrease of 0.2 percent.
    - Caltrain Shuttle Ridership was 8,757, an increase of 21 percent. This percentage increase is artificially high due to the previous problems with the counts on the Marguerite shuttle.
  - Year-to-Date Performance Statistics:
    - Total Ridership was 4,821,456, an increase of 10.7 percent.
    - AWR was 60,231, an increase of 10.8 percent.
    - Total Revenue was \$21,545,418, an increase of 10.8 percent.
    - OTP was 92.2 percent, an increase of 1.5 percent.
    - Caltrain Shuttle Ridership was 9,136, an increase of 30.6 percent. This percentage is also artificially high.

- The Bicycle Advisory Committee (BAC) will meet on November 20.
- Special service:
  - In eight post-season Giants home games, baseball ridership was 93,600, a 27 percent increase over 2012. The average ridership per game was about 12,000.
  - Caltrain provided five advanced trains from Redwood City and three from San Jose during the morning commute on the day of the Giants victory parade. Overall ridership on parade day was down from 2012 with 18,400 passengers recorded in San Francisco, about half of the total from 2012. The weather was a significant factor, and there were more transfers with Bay Area Rapid Transit at Millbrae and these numbers do not include transfers.
  - There were almost 5,500 additional riders for the October 5 San Francisco 49ers-Kansas City Chiefs game at Levi's Stadium.
  - Upcoming Levi's Stadium events include the Pac-12 College Football Championship game and the San Francisco Bowl.
  - A Sunday service will run on Thanksgiving Day and a Saturday service will run the Friday after Thanksgiving.
  - The Holiday Train will return on December 6 and 7, thanks to the support of the Silicon Valley Community Foundation.
- The Baby Bullet celebrated its 10-year anniversary on October 27. Speakers included Chair Nolan, U.S. Representative Jackie Speier, State Senator Mark Leno, Director Ash Kalra, and Jeff Gee, chairman of the SamTrans Board. The Caltrain Commuter Coalition was also kicked off at the event. Staff will be working closely with employers, the Silicon Valley Leadership Group, the Bay Area Council, and the San Mateo County Economic Development Association to educate and advocate for the funding needs of the railroad.
- The San Francisco Quint Street Bridge Repair Project design phase is expected to be completed by the end of the year and construction will begin this summer.
- Construction on the San Mateo Bridges Replacement Project is expected to begin this month.
- Bids have been received for work on three highway bridges in San Francisco. Staff will bring a recommendation to the Board in December.
- Staff is working with the Santa Clara Valley Transportation Authority (VTA) on the Light Rail Efficiency Project in Mountain View to shift JPB tracks to accommodate VTA light rail track extension and double tracking.
- The Reading File includes the Safety and Security Report and the BAC recruitment flyer.

### **Caltrain Modernization (CalMod) Update**

Marian Lee, Executive Officer, CalMod, said:

- The Communications-based Overlay Signal System (CBOSS)/Positive Train Control (PTC) project has completed Stage 1 fiber testing in the San Jose to Redwood City segment. Installation work has reached San Bruno and is nearing completion.
- Staff has completed the backup control facility build-out in Menlo Park. All pilot train installations have been completed.
- The final State environmental document for the Peninsula Corridor Electrification Project will be released in December. Staff will be back in January to ask for the

approval of the project and certification of the Final Environmental Impact Report (FEIR). All the comments received have been included and addressed in this document.

- The Project Delivery Team is preparing the electrification Request for Proposals (RFP) for release early next year. Six firms have been prequalified to submit a proposal.
- The Vehicle RFP will be released shortly after the electrification RFP.
- The survey results about the difficulty in balancing customer preferences for bathrooms, bikes, and seats have been received. There were thousands of survey takers and the results are being evaluated.
- Staff has started a technical analysis to see if it should purchase electric cars that are different from what has been recommended to the Board. The cars staff recommends are bi-level Electric Multiple Units (EMUs) with floor heights at 25 inches. These cars maximize capacity and have high performance that will allow Caltrain to increase station stops and reduce travel times. The challenge is CHSRA wants single-level cars with floor heights at 50 inches. Stakeholders want CHSRA and Caltrain to have the same height so there will be level boarding at shared platforms. If the two systems have different floor heights, there would need to be separate dedicated platforms for CHSRA and Caltrain. Achieving the same floor height comes with tradeoffs that impact the corridor. There is the potential for compromising car capacity and performance, which means Caltrain may not be able to absorb as many riders, stop at as many stations, or maximize travel-time reductions. There may also be cost implications and varying levels of impact at existing stations. Staff is meeting with CHSRA and is making progress on alternative vehicles to consider. Staff is focusing on a fatal flaw analysis and tradeoffs, so they can bring information to the Board and all counties for a policy-level discussion. San Francisco may be taking resolutions to relevant boards this month and the next on this topic. Staff is urging all agencies to postpone policy action until after due diligence is complete and technical analysis is completed, so that policymakers will have comprehensive information before having to make a decision.

Dave Couch, Director, Project Delivery, provided an update on the CalMod Cost and Schedule:

- The CalMod cost and schedule estimate was done in 2008, and since that time some updates have been done.
- Project scope:
  - Fifty-one-mile length of corridor electrification
  - Seventy-five percent conversion of diesel vehicles to EMUs
  - Ridership forecast for 2040 is 100,000 per weekday
  - More service and improved performance is needed, including restoring service, increasing peak and non-peak service, adding more station stops and reducing travel time
- Updated approach
  - Update 2008 starting point
  - Minimize the impact on riders
  - Resolve issues with aging fleet
  - Emphasize cost-effectiveness

- The reexamination process included development of a schedule and updated cost estimate, which was assessed with a Monte Carlo Risk Analysis Model.
- Schedule scenarios:
  - Scenario A: Worst case. December 2024 revenue service date and 60-minute headways on non-peak service.
  - Scenario B: Changes to establish base line schedule. February 2023 revenue service date and 60-minute headways on non-peak service.
  - Scenario C: Refinements to base line schedule. July 2022 revenue service date and 60-minute headways on non-peak service.
  - Scenario D: Refinements to Scenario C. April 2021 revenue service date, which has a minimal effect on riders, but on weekends there would be single tracking and a 90-minute headway. This is the recommended schedule.
- Contingency analysis
  - Method 1 used the Monte Carlo Analysis and shows a \$168 million contingency value.
  - Method 2 looked at individual components and shows a \$152 million contingency value. This is the recommended method.
- Electrification component cost estimate update includes:
  - New prices from manufacturers
  - Industry standards
  - East Coast projects
  - The effect of the 2021 revenue date
  - A 3 percent escalation during the project
- Electrification Project elements include contractors, real estate, and other components for a total of \$958 million. The 2008 projection was \$785 million.
  - Differences are from signal cabinets, escalation, environmental mitigation and real estate, and the power control center.
- To lower costs staff looked at two pieces on electrification:
  - Electrification scope reduction
  - Electrification scope deferral
- Funding partner considerations:
  - Increase escalation to 3.5 to 4 percent – staff recommends no change
  - Add management reserve – 3 percent (\$28 million) is now included in cost estimate
  - Increase weekend shutdowns to 30 – staff recommends no change
- Vehicle elements total \$573 million, up from \$440 million in 2008.
- Vehicle scope reduction includes deferring the purchase of one train set, and reducing the amount of spare parts, test equipment and staff support costs.
- Next step key tasks:
  - Certify FEIR
  - Complete analysis of cost-reduction measures
  - Complete platform analysis
  - Update the funding plan
  - Staff taking recommendations to the Board
  - Issue electrification and vehicle RFPs
- Shared platform analysis
  - Consider alternative vehicles to achieve common boarding height

- o Key considerations include tradeoffs, compatibility with the current platform, existing diesel fleet, and existing tenants

Chair Nolan said the mockup is extremely important and is well worth the money.

Director Cohen said San Francisco built a platform that is too short for a two-car light-rail vehicle on the 3<sup>rd</sup> Street T-Line. She said San Francisco can't understate the importance of achieving platform compatibility and level boarding between Caltrain and CHSRA, which determines the flexibility, accessibility, and capacity of rail lines and will lead to a single integrated system that can attract private investment and help Caltrain become self-sustainable. She said San Francisco strongly encourages Caltrain to pursue common platform heights and level boarding with CHSRA.

Director Cohen asked how much time there is in the schedule to come to an agreement regarding platform height and compatibility with the CHSRA. Mr. Couch said the issuance for the RFP will be in March 2015.

Director Cohen asked what the lifetime is of EMUs. Mr. Couch said 30 years.

Director Cohen asked what the CHSRA schedule is. Mr. Scanlon said they are projecting revenue service by 2029. All parties are working together to get the service out as soon as possible as long as it is done right.

Director Cohen asked when the JPB will meet with CHSRA. Mr. Couch staff has been meeting with them frequently.

Mr. Scanlon said everyone is trying to arrive at common platforms. It is an extraordinarily complex issue.

Director Tissier asked when the Board will receive enough information to make a decision on level boarding and its impact on the different regional areas. Mr. Couch said staff will provide a status at the beginning of December, but getting this to a conclusion will take some time.

#### Public Comment

Roland Lebrun, San Jose, said the list of design builders should be announced in a press release. He said this is the time to pause on this project and bring in a new team with a proven track record of delivering this kind of project.

Doug DeLong, Mountain View, said the cost reduction possibilities are viable, but he is concerned about not electrifying Main Track 1 and the controlled siding. He said it is a very densely operated portion of the railroad and if it is not electrified then the ability to work on stalled trains on the normal tracks will be lost.

Pat Giorni, Burlingame, said Caltrain is capping electrification service at six trains per hour in each direction so CHSRA can have four trains. She asked if it would be easier for CHSRA to match Caltrain floor height.

Adina Levin, Friends of Caltrain, said she heard the Silicon Valley Leadership Group's goal and expectation is to double Caltrain ridership over the next decade. That is what makes the discussions about electrification capability and capacity so important. She said she hopes the information the Board gets will include desired end results such as sending all the service into Transbay, which has three times the number of jobs as the rest of the line and would be the single biggest driver of increased ridership and peak-hour capacity, and how that is related to level boarding.

Andy Chow, Redwood City, said high floor heights on Caltrain would result in safety issues, and there are other options to achieve level boarding other than floor heights.

Jeff Carter, Millbrae, said there should be level boarding. High-speed rail is in the future and both should be the same but the primary interest is Caltrain and maximizing capacity on Caltrain by using bi-level cars. He said weekend service might have headways adjusted to 90 minutes, but Caltrain needs more frequent service now on weekends and he hopes there is a way to avoid this change.

Susan Gygi, City and County of San Francisco, said Ms. Lee stated alternative vehicles will affect the number of passengers that can be accommodated. There are vehicles available that can accommodate the same number of passengers while allowing for the greatest flexibility of the system in the long term.

**AUTHORIZE AMENDMENT TO THE CONTRACT WITH PINNACLE PETROLEUM, INC. FOR PROVISION OF CALIFORNIA AIR RESOURCES BOARD ULSD FUEL AND FUELING SERVICES TO EXTEND THE TERM AND INCREASE THE ESTIMATED CONTRACT AMOUNT BY \$36,496,383**

Cheryl Cavitt, Director, Contracts and Procurement, said the price of fuel, which is part of the equation that determines how to size the contract, has grown at an average of 67 percent over the five-year period of the contract, so now it is at a deficit and needs to be fixed, and the contract needs to be extended for nine months while staff puts together an Invitation for Bids.

Public Comment

Roland Lebrun, San Jose, said Caltrain burns \$1.2 million a month in fuel or \$14 million annually, and \$17 million is budgeted. He said \$36 million is two years of fuel for the last two years plus a nine-month extension.

George Kramer, Belmont, said the price of crude oil has dropped \$50 per barrel. He asked if this proposed contract increase is taking into account revised estimates of future costs of fuel.

Mr. Scanlon said the JPB pays Oil Price Information Service-based prices. He said this is contract authority needed for procurement, not the actual budget.

Greg Conlon, Atherton, said JPB only hedges 50 percent of the fuel cost and this is an opportunity to hedge the other 50 percent at a lower level since prices are dropping.

Motion/Second: Tissier/Yeager

Ayes: Cohen, Kalra, Nolan, Tissier, Woodward, Yeager

Absent: Cisneros, Guilbault

**AUTHORIZE REAFFIRMING THE ANNUAL INVESTMENT POLICY AND AUTHORIZATION TO INVEST MONIES WITH THE LOCAL AGENCY INVESTMENT FUND (LAIF)**

Gigi Harrington, Deputy CEO, said there are no changes to the policy and this is a yearly approval.

Chair Nolan asked if any investments are excluded on ethical grounds, such as tobacco or alcohol. Ms. Harrington said the JPB does not invest in those types of commodities. Most of the investments are in LAIF or government securities.

Motion/Second: Woodward/Cohen

Ayes: Cohen, Kalra, Nolan, Tissier, Woodward, Yeager

Absent: Cisneros, Guilbault

**LEGISLATIVE UPDATE**

Seamus Murphy, Director, Government and Community Affairs, said the U.S. Senate changed hands and this will have a big impact on transportation policy and funding. Some scary proposals regarding transportation and transportation funding have come out of the House over the last several years, but the Senate has been a backstop to prevent those policies from moving forward. That backstop is not there now. He said the reauthorization extension is good until May of 2015, and Congress will have to take some action before then to move forward with either another extension or a multiyear reauthorization.

**CORRESPONDENCE**

No discussion

**BOARD MEMBER REQUESTS**

None

**GENERAL COUNSEL REPORT**

No report

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

The next meeting will be Thursday, December 4, 2014, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

Adjourned at 11:26 a.m. in memory of Al Teglia.