

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

**Minutes  
April 3, 2014**

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

**MEMBERS ABSENT:** J. Cisneros

**STAFF PRESENT:** J. Averill, J. Cassman, C. Cavitt, A. Chan, 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 10:04 a.m. and led the Pledge of Allegiance.

**PUBLIC COMMENT**

Paul Jones, Atherton, said he is concerned with the decision to proceed with electrifying Caltrain with full knowledge there will need to be changes after the project is completed. He said the Draft Environmental Impact Report (DEIR) states service will be restored to Broadway and Atherton stations and in order to do that the hold-out rule needs to be eliminated for those stations. Mr. Jones said when the blended plan is done with California High Speed Rail Authority (CHSRA) there will be extensive changes, particularly if bypass tracks are introduced. He said this is not free Federal money that is being spent, but General Obligation Bonds of the State of California that have to be repaid by everyone. Mr. Jones said to proceed without careful planning of the complete project is a waste of public funds.

Roland Lebrun, San Jose, said there is an issue with trains going to Tamien Station. Trains should turn south at Tamien and not at the Diridon Station. He said there are many riders south of Diridon who need service.

Doug DeLong, Mountain View, said the new San Bruno Station is very nice. He congratulated the project team on their work.

Jim Whittemore, San Mateo, said on March 13 he was on Train 237, which encountered many issues on its arrival into San Francisco. He commended train staff for the excellent communication during the delays. Mr. Whittemore said the trains are wearing out and need to be replaced.

Shirley Johnson, San Francisco Bicycle Coalition (SFBC), said there is a lot of correspondence from bicyclists who were bumped. She said she is very excited for the new cars and hope the sixth car can be a bike car. She asked if white lines could be painted in the bike cars to show the aisle width, and if five bikes could be allowed per rack, since there are five bungee cords per rack.

### **CONSENT CALENDAR**

- a. Approval of Minutes of March 6, 2014
- b. Authorize Disposition of 11 Service Support Vehicles
- c. Authorize Award of Contract to Beci Electric, Inc. to Upgrade the Public Address System and Visual Messaging Signs at Four Stations in the Total Amount of \$479,000
- d. Authorize Amendment to the Contract with Ojo Technology, Inc. for Security System Maintenance and Repair Services by Extending the Contract on a Month-to-Month Basis for up to 12 Months and Increase the Estimated Total Contract Amount by \$125,520

A motion (Woodward/Deal) to approve the Consent Calendar was passed unanimously by roll call.

### **CHAIRPERSON'S REPORT**

#### **Appointment of Greg Scharff to the Citizens Advisory Committee (CAC) Representing Santa Clara County**

Director Ken Yeager said the Santa Clara County members recommend Greg Scharff to the CAC for a term that will expire June 30, 2017, replacing Bruce Jenkins who resigned in January.

A motion (Yeager/Deal) to appoint Mr. Scharff to the CAC was passed unanimously.

#### **Resolution of Appreciation to Retired Director Art Lloyd**

Chair Nolan said Director Art Lloyd was on the SamTrans Board for 26 years and on the JPB for 21 years. Chair Nolan said Director Lloyd has always done everything with grace and passion.

Director Adrienne Tissier said she served on both Boards with Director Lloyd and said it has been a true pleasure working and serving with him.

Director Jerry Deal said Director Lloyd is not only a knowledgeable person, but a caring person.

#### Public Comment

Jim Bigelow, Redwood City/San Mateo County/Menlo Park Chamber of Commerce, said he has known Director Lloyd for many years and his knowledge of rail is incredible. He thanked Director Lloyd on behalf of all the employees of San Mateo County. Mr. Bigelow said people can see Director Lloyd in his younger years on the History Channel.

Jeff Carter, Millbrae, said he sends his deepest appreciation to Director Lloyd. He said he has known Director Lloyd since the 1970s. Mr. Carter said Director Lloyd has more knowledge than anyone in the rail industry.

Rod Diridon, Santa Clara, said Director Lloyd is recognized nationally and is the past chair and leader of the National Association of Railroad Passengers. He said Director Lloyd was involved in the early transportation alternative project before Caltrain.

Jim Lawson, Santa Clara Valley Transportation Authority (VTA), said he was the chair of the JPB in the 1990s when he met Director Lloyd. Mr. Lawson said he learned a great deal from Director Lloyd and congratulated him on behalf of the VTA for his years of service.

Adina Levin, Friends of Caltrain, said she met Director Lloyd when service was going to be cut, and he worked with the community and Friends of Caltrain. She said it is very humbling to be in his presence with his knowledge and history of the railroad.

Doug DeLong, Mountain View, said Director Lloyd's kindness is unbelievable.

A motion (Tissier/Woodward) to approve the Resolution of Appreciation to retired Director Lloyd was passed unanimously by roll call.

Director Lloyd said this Board has been great and it has been an honor to serve on it.

#### **REPORT OF THE CAC**

Cat Tucker, Chair, CAC, said at the March 19 meeting the CAC received a report on the Electrification DEIR. She said there were a few questions and minor concerns, including speed levels and if imminent domain would be used along the right of way. She said the CAC wants to see a simulated schedule, and people in the community need to know that there are no safety concerns with magnetic fields from electrification.

#### **REPORT OF THE EXECUTIVE DIRECTOR**

Michael Scanlon, Executive Director, reported:

- He attended the American Public Transportation Association Legislative Conference and multiple people asked about Director Lloyd.

David Miller Legal Counsel, said Director Lloyd was always a person of vision using the knowledge he had. Mr. Miller said Director Lloyd's greatest accomplishment was not living in the past, but having a vision for the future and making this a better place for everyone.

Mr. Scanlon continued:

- Key Caltrain Performance Statistics February 2014 compared to February 2013.
  - Monthly Performance Statistics:

- Total Ridership was 1,247,353, an increase of 6.9 percent.
- Average Weekday Ridership (AWR) was 51,257, an increase of 6.7 percent.
- Total Revenue was \$5,664,041, an increase of 7.7 percent.
- On-time Performance (OTP) was 95.5 percent, an increase of 2.1 percent.
- Caltrain Shuttle Ridership was 9,217, an increase of 18 percent.
- Year-to-date Performance Statistics
  - Total Ridership was 11,024,792, an increase of 8.9 percent.
  - AWR was 52,019, an increase of 8.7 percent.
  - Total Revenue was \$48,353,022, an increase of 8.2 percent.
  - OTP was 92.7 percent, an increase of 2.1 percent.
  - Caltrain Shuttle Ridership was 7,898, a decrease of 3.9 percent.
- The San Bruno Station opened on April 1 and there will be an opening event on May 10. The old station is currently being removed.
- Chuck Harvey, Deputy CEO, and Michelle Bouchard, Director, Rail Transportation, will be joining other rail officials to meet with Joe Szabo, Administrator, Federal Railroad Administration, to debrief on the most recent accident at Metro North. Staff has posted a YouTube video showing a near-miss at Redwood City to promote awareness and safety. The video was picked up by local and national media. The views from the video went from 55 to 85,000. Staff participated in a Reddit Ask Me Anything virtual town hall meeting and received over 100 comments and questions. Staff will be out at Caltrain stations distributing rail safety information.
- Staff will be conducting a virtual scavenger hunt for Earth Week.
- The Bicycle Advisory Committee met on March 20 and received an update on bike bumps, the Electrification DEIR, and funding scenarios for the Bicycle Access and Parking Plan. The next meeting is May 15.
- Special service:
  - Sharks ridership is averaging about 384 extra post-game riders.
  - Giants' baseball service was provided on March 27 and 28. For the two days, an additional 13,000 passengers were carried. The home opener is Tuesday, April 8 at 1:35 p.m.
- Staff is working with the VTA on the opening of Levi's Stadium. Mr. Harvey will be attending a Super Bowl Host Committee meeting on April 29.
- Staff worked with the SAP Center to make 1,700 parking spots available to Caltrain customers during weekdays at the San Jose Diridon Station.
- Customer Appreciation Day is on April 23 and staff will be at the San Francisco and San Jose stations handing out commemorative Caltrain 150<sup>th</sup> Anniversary reusable bags.
- The Reading File contains the February Safety & Security Report, Giants Brochure, *Track the Fun*, and Take Ones on the San Bruno Station Move and upcoming electrification meetings.

### **Quint Street Bridge Emergency Repairs**

Mr. Harvey said:

- The bridge was built in 1907 and is not constructed to meet current earthquake standards. It is in poor condition and requires frequent inspection and measurements to track its deterioration.
- The bridge was originally planned for replacement concurrent with the Jerrold Avenue Bridge. This portion of the project was held up while resolving funding issues and bridge replacement options acceptable to the local community.
- Prior to March 21:
  - Inspections were monthly.
  - Freight was allowed on Main Track (MT)-1 to 40 miles per hour (mph); freight on MT-2 speed restricted to 10 mph. Commuter service was approved on both tracks for maximum authorized speed of 79 mph.
  - Caltrain engineers trained in bridge inspection were monitoring specific high-risk areas of the bridge for any changes in conditions.
  - Bridge is safe for operation with known risks of deteriorating conditions. Conditions are well documented and the deterioration process is predictable.
- March 21-28 inspection findings:
  - Caltrain engineer observed new deteriorating conditions on MT-1.
  - Slow order for Caltrain passenger service was placed on MT-1 to 30 mph maximum speed and freight was prohibited.
  - Staff contacted the general engineering contractor, HDR Engineering (HDR), for bridge structures and issues emergency work directive to conduct detailed inspection.
  - A slow order was placed on MT-1 for 10 mph for passenger train service.
  - Trains are single tracking in the off-peak periods on MT-2 to reduce cycles off the bridge.
- HDR and staff continue assessment of entire structure to confirm all current conditions and bridge rating.
- HDR and staff are working on design options to implement an emergency repair for the MT-1 web buckling condition.
- Probable repair will be to "sandwich" this beam with steel on each side, with drilled/bolted connections. The steel and structure are not suitable for a welded design solution.
- If the emergency repair is successful, staff feels MT-1 can be back to 30 mph for passenger service.
- Bridge replacement schedule:
  - Current design option has been selected and Quint Street will be closed to construct an earth berm and remove the bridge.
  - San Francisco County Transportation Authority (SFCTA) is proposing to acquire excess Union Pacific land west of Caltrain to connect Quint and Jerrold streets.
  - The community preference has been to construct the connector road first and then replace the bridge.

- Recommended board action:
  - The bridge condition constitutes an emergency condition that requires immediate action.
  - Staff recommends the Board declare an emergency and authorize the JPB to repair and take immediate actions required to address the emergency.
  - A complete estimate of the repair cost is not yet known. Based on the current known conditions, the emergency repair and related costs should not exceed \$100,000.
  - Staff will update the Board on the repair process, including schedule and costs.
- Next steps:
  - Staff will expedite the emergency repairs.
  - Staff will work San Francisco and the SFCTA to expedite the street closure process.
  - Staff will immediately begin the final design of the berm option and prepare the project for bid.
  - Staff and HDR will perform more frequent bridge inspections and update the Board on any new conditions.
  - Staff will work with San Francisco to communicate the need to proceed immediately on the bridge project.

Director Tissier asked about the timing for the emergency repairs. Mr. Harvey said staff can get it done within the next 30 to 60 days. The final design will be submitted on April 9 and then an emergency purchase order can be issued for a firm to do the work.

Director Malia Cohen complimented staff and the team for giving her updates on this issue. She said the bridge is rapidly deteriorating. Director Cohen said this is an area of the city between Candlestick Park and AT&T Park. She said she has an emergency meeting scheduled with the mayor to brief him on this issue and is working with her colleagues to get this item calendared. Director Cohen said this is a large African-American and Asian working community. She said she will be going back to the community to explain the emergency and the need to replace the bridge. She asked the Board to support this item.

#### Public Comment

Roland Lebrun, San Jose, said the Local Policy Makers Group (LPMG) has asked that presentations be part of their agenda packet and it would be nice if they were also included with the Board meeting packets. He said he visited this bridge many times. Mr. Lebrun said he went to a meeting where Patrick Kitto, Engineer, said this bridge is safe. He said the community wants a station there. Mr. Lebrun said the issue with closing Quint Street is that in the station design, that bridge is the underpass for the station. He asked how people are supposed to cross the tracks if the street is going to be closed. Mr. Lebrun asked why higher priority is being given to replacing old bridges in San Mateo that have already been retrofitted instead of the Quint Street Bridge.

A motion (Cohen/Tissier) to authorize emergency repairs on the Quint Street Bridge was approved unanimously by roll call.

Mr. Harvey said this bridge is safe and will not collapse. He has personally been under the bridge and said the repairs will make the bridge safer.

### **Annual Passenger Counts**

Mr. Harvey said:

- The purpose of annual ridership counts is to provide a measurement relative to previous years.
- Counts were done on every weekday train and were averaged over five weekdays; one weekend train was counted.
- AWR was 52,611, an 11.8 percent over 2013.
- Traditional peak in morning and southbound in afternoon increased 14.1 percent.
- Midday ridership increased 8.5 percent.
- Twenty-eight of the 29 stations had increased weekday ridership over 2013.
- All counties saw significant increase in ridership.
- Gilroy extension ridership increased 9.7 percent over 2013.
- Baby Bullet trains continue to be very popular, but ridership on limited trains increased the most.
- Top northbound trains are 319, 323, 329, 375, 217, 225, 233, and 313. Top southbound trains are 376, 370, 366, 268, 278, 324, and 322.
- The last service change was in October 2012. At that time four shoulder peak trains were added and ridership increased 22 percent. A fifth train was added in the afternoon peak and had a 33 percent increase. Six stops were added to traditional commute limited-stop trains at Sunnyvale and a 16 percent increase resulted at those stops; six stops were added at Palo Alto to reverse Baby Bullet trains and a 10 percent increase resulted.
- Average weekday trip length is 22.6 miles.
- Average weekday bike ridership is 5,874, an increase of 19.6 percent.
- Top five bicycle boarding stations are San Francisco, Palo Alto, Mountain View, San Jose Diridon, and Redwood City.
- Overall, 50 bikes were denied boarding during the survey out of 29,370 bikes carried.
- Bike denials were on Trains 324, 366, 215, 323, 225, 375, and 277.
- Weekend service increased 1 percent.
- Weekend bullet service is still a success.
- Next steps include:
  - Investigate opportunities in the shoulder peak to increase service.
  - Fiscal Year (FY) 2015 Operating and Capital budgets must support the required resources to meet demand.
  - Increasing capacity between FY 2015 and FY2020 is essential to continue ridership and revenue growth.
  - Future service planning requires use of ridership data to develop potential scenarios to improve capacity pre/post electrification.

Public Comment

Doug DeLong, Mountain View, said it is possible that this is the last year when counts are done that show ridership below 50,000.

Jeff Carter, Millbrae, said this is a great report and it is quite a milestone to be over 50,000. The report does show there is an immediate need for capacity.

Roland Lebrun, San Jose, said just counting passengers doesn't work. He said that moving forward, this needs to be done in real time by adding automatic counters.

Adina Levin, Friends of Caltrain, said it is great to see the increase in ridership. The bike ridership in the DEIR is 14 percent, which would make it 7,000, but the JPB needs to look at shuttle ridership too.

**Caltrain Modernization Update**

Marian Lee, Executive Officer, Caltrain Modernization Program (CalMod), said work on the Communications-based Overlay Signal System/Positive Train Control (CBOSS/PTC) Project continues between San Jose and Redwood City. Staff continues to coordinate any updates or changes with city staff and since the last Board meeting no complaints have been received. Ms. Lee said onboard installation of the CBOSS/PTC equipment has started and will continue over the next several months.

Ms. Lee said staff has held two of four DEIR public meetings. The meetings in San Carlos and Redwood City had about 35 to 40 people. She thanked Director Deal for attending the meeting in Redwood City.

Ms. Lee said people at the Redwood City meeting are nervous about the change and the localized impacts. She said staff collects comments and answers any questions at the end of the meetings. Ms. Lee said the remaining meetings will be held in San Jose on April 8 and San Francisco on April 9. She said in addition to these meetings, staff is attending city council meetings, chambers of commerce meetings, and any other requests.

Ms. Lee said staff is not responding to actual comments now, but will assess each one and respond in the Final EIR document. She said comments are due April 29 at 5 p.m. Ms. Lee said the DEIR comment period is 60 days, two weeks longer than required by the California Environmental Quality Act. Ms. Lee said staff has already received a request for an extension from the Town of Atherton and is making time available to Atherton to go through the review process.

Ms. Lee said today there is a Board action for the electrification expertise for the 25kV system, and with this action the procurement process will be completed for building the owner's teams. Ms. Lee said at the May Board meeting she and Dave Couch, who will be providing the project delivery service, will present an outline of the entire owners' team of the design-build-procurement process. She said staff hopes to issue the Request for Proposal by the end of the year, after completion of the environmental document.

Ms. Lee said on April 10 staff will be holding an Industry Day. She said this is a venue for potential bidders of the project to learn about the program and ask questions. This is very typical of large projects and allows for conversations to occur in a fair way.

Ms. Lee said the LPMG met on March 27 and was presented with information on the DEIR. She said this is the same presentation that was previously made to the Board. Ms. Lee said they did note that this was not one of the DEIR public meetings.

Director Deal said he attended the DEIR public meeting in Redwood City on April 2 and Ms. Lee did an excellent job.

### **CALTRAIN STRATEGIC PLAN UPDATE – PROPOSED GOALS AND OBJECTIVES**

Ms. Lee said:

- Challenges and opportunities include increased demand, capacity constraints, an aging system, growing safety regulations and funding constraints.
- The Strategic Plan was last updated in 2004. The plan is a policy framework for looking forward. It is a 10-year outlook and is a living document.
- Existing and new commitments include safety, on-time and quality service, state of good repair and maintenance, modernization and HSR and Caltrain Blended system.
- Plan Structure:
  - Vision statement is the overarching purpose
  - Proposed guiding principles are the broad value statements supporting the vision
  - Proposed goals are aspirational statements supporting guiding principles
  - Objectives are to be determined, but they are a measurable statement supporting the goals
- What is the vision? The 2004 statement was to become the preferred mode of travel along the Peninsula Corridor by:
  - Providing passengers with a world-class travel experience
  - Acting as a major catalyst for redevelopment and economic activity in communities along its route
  - Playing a key role in mobility management along the Peninsula Corridor and in the Bay Area region as a whole
- Staff is proposing seven principles and under each principle are three or four goals.
  1. Ensure the safety and security of customers, employees and the public.
    - a. Comply with safety and security regulations
    - b. Promote a safety culture and awareness within and beyond the organization
    - c. Invest in and maintain a safe system
    - d. Safeguard the security of Caltrain customers, employees and the public

2. Grow and manage customer demand with expanded and enhanced service.
  - a. Meet current and future customers mobility needs
  - b. Balance service and amenities to address different travel markets
  - c. Operate a dependable and punctual service
  - d. Provide a comfortable and convenient travel experience
3. Maximize utilization of system infrastructure and rolling stock.
  - a. Maintain a state of good repair
  - b. Invest in system reliability
  - c. Expand capacity through timely investments
  - d. Support a blended Caltrain/HSR system in the Peninsula corridor
4. Establish financial stability, minimize operating subsidy and fund system improvements.
  - a. Efficiently deliver services and projects
  - b. Maximize revenues
  - c. Stabilize and expand external funding sources
5. Serve as a critical element of the region's transportation and land use.
  - a. Improve connectivity to local and regional transportation systems
  - b. Promote alternative modes of station access and egress
  - c. Encourage transit supportive development at and around stations
  - d. Integrate with California's statewide rail network.
6. Build partnerships with government agencies, stakeholders and the public.
  - a. Build relationships with openness and fairness
  - b. Cultivate effective external participation
  - c. Strengthen partnerships by pursuing common goals
7. Conduct business in a socially responsible way.
  - a. Fulfill civil rights regulations
  - b. Minimize Caltrain's environmental footprint
  - c. Provide an inclusive and equitable system

#### Public Comment

Jeff Carter, Millbrae, said there is a need for dedicated funding. He said perhaps staff should look at two or three-year funding cycles instead of every year. Mr. Carter said Caltrain riders are paying more than other transit agencies and there needs to be social equality.

Director Yeager left at 11:49 a.m.

Adina Levin, Friends of Caltrain, said the goals of meeting the current and future mobility needs of customers and the well-timed capital improvements to increase capacity should be related to each other. She said people don't want to be driving; they want to take transit. Ms. Levin said the latest CHSRA Business Plan shows people taking a super express train between San Francisco and San Jose.

**AUTHORIZE AWARD OF CONTRACT TO GANNETT FLEMING TRANSIT & RAIL SYSTEMS FOR ELECTRIFICATION SUPPORT SERVICES FOR THE CALTRAIN MODERNIZATION PROGRAM FOR A NOT-TO-EXCEED AMOUNT OF \$38,575,000 FOR A SIX-YEAR TERM**

Cheryl Cavitt, Director, Contracts and Procurement, said Staff Coordinating Council is requesting Board approval of a contract to Gannett Fleming for on-call electrification services, to exercise up to 2 two-year options, and authorize the increase in the executive director amendment or change order authority contingency to 15 percent. She said staff followed the procedures required by the Brooks Act to conduct this procurement for the engineering services. Ms. Cavitt said Gannett Fleming will be functioning as JPB's project manager and technical expert in overseeing electrification rail service systems design, product manufacturing, delivery, installation, construction, testing, commissioning, safety, warranty, and related systems integration and coordination. She said this firm will also be required to coordinate with all the members of the CalMod team as well as all the other contractors that are supporting this project for electric multiple units, CBOSS/PTC, as well as the Capital Improvement Program and the ongoing state of good repair. Ms. Cavitt said three proposals were received, all were determined to be in the competitive range, and all three were interviewed.

Director Tissier asked for clarification on what a no-guaranteed contract means. Ms. Cavitt said it just means it is not a firm-fixed price contract.

Public Comment

Jim Bigelow, Redwood City/San Mateo County/Menlo Park Chamber, said these are important actions to get moving on electrification and to get the necessary technical expertise to move the CalMod Program forward.

Roland Lebrun, San Jose, said after approving this contract the total for assembling this team will be \$122.5 million.

A motion (Deal/Tissier) to award a contract to Gannett Fleming Transit & Rail Systems for electrification support services for the CalMod Program was approved unanimously by a roll call vote.

**ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR FEBRUARY 2014**

A motion (Tissier/Kalra) to accept the February 2014 statement was approved.

**ASSESSMENT OF THE FISCAL YEAR 2014 FUEL HEDGING PROGRAM**

Gigi Harrington, Deputy CEO, said the JPB has received about \$138,000 from the bank and the cost of the Program was \$418,000. She said the purpose of the Program is to generate budget certainty and not to make money.

**ADOPT THE REVISED FUEL HEDGING POLICY AND AWARD OF CONTRACT TO ORRICK, HERRINGTON & SUTCLIFFE LLP (ORRICK) TO SERVE AS SPECIAL COUNSEL FOR THE FISCAL YEAR 2015 FUEL HEDGING PROGRAM FOR A NOT-TO-EXCEED FEE OF \$150,000**

Ms. Harrington said the revised Fuel Hedging Policy change is to require both parties to post collateral in certain circumstances. Ms. Harrington said this creates no additional risk to the JPB as the premium is paid up front. She said the second action is to appoint

Orrick as special counsel for the transaction at a cost of \$150,000 to be shared with the San Mateo County Transit District. Ms. Harrington said she believes the change in the Policy will generate more bidders.

A motion (Deal/Tissier) to adopt the revised Fuel Hedging Policy and award a contract to Orrick, Herrington & Sutcliffe to serve as special counsel for the FY2015 Fuel Hedging Program was approved unanimously by a roll call vote.

### **CALL FOR A PUBLIC HEARING ON JUNE 5, 2014 FOR PROPOSED CODIFIED TARIFF CHANGES**

Rita Haskin, Executive Officer, Customer Service and Marketing, said staff is asking the Board to set a public hearing for the June 5 meeting to review and take comment on possible changes to the Codified Tariff. She said proposed changes include:

- Expanding the age of youth from 17 to 18
- Increasing the GO Pass price from \$165 per participant to \$180 in October 2014 and to \$190 in 2016
- Increasing the cost of the paper ticket issued by the ticket vending machine by 25 cents on the base for one-way and zone upgrades and 50 cents for a Day Pass (the price would remain the same if you use Clipper)
- Giving the executive director the authority to charge market-based parking fees of up to \$25 at stations with special events. Ms. Haskin said in looking forward to when service begins to Levi's Stadium, staff does not want to become an adjunct parking for the stadium.

A motion (Tissier/Deal) to set a public hearing on June 5, 2014 was approved unanimously.

### **CALTRAIN TRIENNIAL CUSTOMER SURVEY KEY FINDINGS**

This item was postponed to the May meeting.

### **LEGISLATIVE UPATE**

No update was provided.

### **CORRESPONDENCE**

No discussion.

### **BOARD MEMBER REQUESTS**

None

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

The next meeting will be Thursday, May 1, 2014, 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.

**LEGAL COUNSEL REPORT**

- a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(a): Rowena Seto v. City and County of San Francisco, et al., San Francisco Superior Court, Case No. CPF-12-512350

Mr. Miller said the purpose of the closed session is to hear a report from counsel on the case Seto v. JPB.

Adjourned to closed session at: 12:01 p.m.

Reconvened to open session at: 12:14 p.m.

Mr. Miller said an upcoming mediation has been scheduled and the Board has given requisite authority to the executive director relative to the mediation. Mr. Miller said he will report back on a future date on the outcome of the mediation.

Adjourned at 12:15 p.m.