

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

**MINUTES OF MAY 7, 2015**

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

**STAFF PRESENT:** J. Averill, J. Cassman, A. Chan, B. Fitzpatrick, G. Harrington, J. Hartnett, C. Harvey, R. Haskin, M. Lee, M. Martinez, N. McKenna, S. Murphy, M. Simon, S. van Hoften

Chair Adrienne Tissier called the meeting to order at 10:03 a.m. and led the Pledge of Allegiance.

**PUBLIC COMMENT**

Jeff Carter, Millbrae, said he saw a test train with a new Metrolink car. He appreciates staff getting the new cars into operation.

Roland Lebrun, San Jose, said the agenda is full and it is not possible to conclude the meeting by noon. He said there should be subcommittees to review some items that could then go on the Consent Calendar. There could be bi-weekly Board meetings to cover more material, or Board meetings could start at 9 a.m. or 5:30 p.m. to allow more public participation. He said the Board should appoint Director Tom Nolan or Jim Hartnett, Executive Director, as the Caltrain representative to the Transbay Joint Powers Authority.

Director Nolan arrived at 10:06 a.m.

Doug DeLong, Mountain View, congratulated staff and Transit America Services, Inc. for getting four of the new Metrolink cars into service. That represents a 10 to 15 percent increase in the number of cars, which is about one year's growth in passengers. He said Caltrain needs to figure out where to get the next 10, 20 or 30 percent capacity increases before electrification.

**CONSENT CALENDAR**

**Approval of Minutes of April 2, 2015**

Motion/Second: Nolan/Gee

Ayes: Cisneros, Cohen, Gee, Guilbault, Kalra, Nolan, Woodward, Yeager, Tissier

Director Malia Cohen left at 10:08 a.m.

**ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR MARCH 2015  
AUTHORIZE THE FILING OF AN AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES  
FUNDING APPLICATION WITH THE STRATEGIC GROWTH COUNCIL AND THE DEPARTMENT  
OF HOUSING AND COMMUNITY DEVELOPMENT AND THE EXECUTION OF A FUNDING  
AGREEMENT FOR THE SOUTH SAN FRANCISCO CALTRAIN STATION IMPROVEMENTS  
PROJECT  
AUTHORIZE REJECTION OF THE SINGLE BID FOR THE PURCHASE AND DELIVERY OF ONE NEW  
BALLAST REGULATOR AND SOLICITATION ON THE OPEN MARKET**

Public Comment

Roland Lebrun, San Jose, said that line 29, Fuel and Lubricants, on the Statement of Revenue and Expense shows the approved budget is \$17.7 million, and the revised budget is \$12.6 million, but the budget item on this agenda shows \$18 million. He said he doesn't understand the nexus between affordable housing and the South San Francisco Caltrain Station. He said he doesn't understand why the JPB is not buying real equipment or bringing people who know how to maintain tracks. He said the JPB could buy a machine that spreads ballast and does tamping and track alignment at the same time. If it is too expensive and the JPB does not have skilled staff do to it, the work should be subcontracted to Union Pacific Railroad (UPRR).

Motion/Second: Nolan/Gee

Ayes: Cisneros, Gee, Guilbault, Kalra, Nolan, Woodward, Yeager, Tissier

Absent: Cohen

**CHAIRPERSON'S REPORT**

Chair Tissier said the JPB is accepting applications for the Citizens Advisory Committee (CAC). Applications are due May 29 and appointments will be made at the July 2 meeting.

Director Cohen returned at 10:11 a.m.

**REPORT OF THE CAC**

Adina Levin, CAC member, said at the meeting of April 15, the CAC discussed:

- The possibility of a pilot program of quiet cars on trains, and other agencies that have quiet cars
- Caltrain Modernization (CalMod) including:
  - Compatibility with high-speed rail (HSR) and station cost
  - Passenger loads at peak hour
  - Impact on dwell time and operations

Public Comment

Roland Lebrun, San Jose, said he told the CAC the existing infrastructure could increase capacity by 50 percent, increase toilets, wheelchair spaces, and standing room, keep the same bike capacity as now, and be level-boarding ready to start sharing platforms with California High-speed Rail Authority (CHSRA) trains. There is potential for a hybrid solution to provide a one-seat ride from San Francisco to Gilroy even though Gilroy might not be electrified. He requested permission to present that train to the CAC so they could respond with input to the Board.

## REPORT OF THE EXECUTIVE DIRECTOR

### CalMod Update

Marian Lee, Executive Officer, CalMod Program, presented the Electric Multiple Unit (EMU) Procurement Update:

- Terminology
  - Caltrain EMU floor above top of rail (ATOR): 22 inches to 25 inches
  - CHSRA floor ATOR: 48 inches to 51 inches
  - Current Platforms ATOR: eight inches
- Original Plan
  - Goal: maximize Caltrain capacity
  - Timeframe: 2020 electrified service
    - Two double doors located at 25 inches
    - One to two steps up from platform
    - Americans with Disabilities Act (ADA) passengers and bikes located at 25-inch level
    - ADA would use mini highs and wayside lifts
    - Request for Information – summer 2014
      - To maximize seats would require bi-level vehicles
      - Use currently available makes of cars, which are service-proven and saves costs and time
      - Comply with U.S. regulations
      - Two double doors per car at 22 inches to 25 inches
  - Timeframe: future blended system with level boarding
    - Two to three CHSRA/Caltrain stations with new platforms at 50-inch level for CHSRA and 25-inch level for Caltrain EMUs
    - Twenty-seven Caltrain stations would need modified platforms to 25 inches and extended platforms

Director Cohen asked if there was money allocated for platform modification. Ms. Lee said no. Funding is available for the 2020 electrification scenario, but not for post-electrification. This is a wish list of improvements.

- Level boarding assumption
  - Transition to level boarding
    - Existing eight-inch platforms with one step
    - Future 25-inch platforms with no step
  - New platforms
    - Future 25-inch platforms for Caltrain EMUs
    - Future 50-inch platforms for CHSRA
- Stakeholder Request for EMU Modification
  - CHSRA vehicles will require high door boarding
  - Caltrain EMUs be modified to support high door boarding
  - Enables common platforms in future
  - Provides system operational flexibility
- Analysis process
  - December 2014 to May 2015
    - Car builder interviews
    - Technical analysis
    - Caltrain operational assessment

- May 2015 – July 2015
  - Policy discussion/decisions
  - Updates to Boards and stakeholders
- Car Builder Interviews
  - Seven car builders participated and proposed
    - Cars with more doors – possible seat loss
    - Cars with traps – possible reliability concerns
  - Could redesign existing vehicles to save money and time

Chuck Harvey, Deputy CEO, presented:

- Alternative Plan – Caltrain Operations Assessment
  - Timeframe: 2020 electrified service
    - Alternative A – Cars with more doors
      - Two double doors at 25-inch and 50-inch height for a total of four double doors
      - Passengers and bikes use 25-inch doors with one to two steps
      - ADA location to be determined
    - Alternative B – Cars with traps
      - Two single doors with traps, two single doors with no traps, all doors to 50-inch floor. Single door access means longer dwell time
      - Passengers and bikes would use the two single doors with traps and step up three to five steps
      - ADA location at 50-inch level
  - Timeframe: future blended system with level boarding
    - Scenario 1
      - Shared platforms at two to three CHSRA/Caltrain stations
        - Shared platforms at 50 inch height
        - Caltrain stations have level boarding at 25 inches
        - Alternative A – Cars with more doors
          - Continue using both doors
          - Seats cannot be restored
          - Interior lift needed for ADA
          - Potential mitigation by car reconfiguration
        - Alternative B – Cars with traps
          - Continue using traps
    - Scenario 2
      - Shared platforms at all 27 stations at 50 inches

Director Jose Cisneros asked how CHSRA accommodates all 50-inch platforms. Mr. Harvey said CHSRA trains are single level vehicles. Caltrain has a capacity expectation that requires bi-level vehicles.

- Alternative A – Cars with more doors
  - Seal low doors and use high doors only
  - Interior reconfiguration/restore seats
  - Bike circulation and storage challenge
  - Interior lift needed for ADA

- Potential mitigation by car reconfiguration
  - Alternative B – Cars with traps
    - Seal traps
    - Bike circulation and storage challenge
- Next Steps
  - May 20 workshop
    - Compatible boarding height discussion
    - Seats/bikes/bathroom balance
  - July Board action
    - Release EMU Request for Proposals (RFP)
    - Updated funding plan/CHSRA additional funding commitment

Ben Tripousis, Northern Regional Director, CHSRA, said the State investment in rail is not about HSR, it's about statewide modernization and improving mobility for Californians. It is the link between the statewide investment and the improvements in the Peninsula corridor. It is in the long-term best interest to have a fully integrated corridor.

Director Nolan asked if there is anything that strikes Mr. Tripousis as problematic. Mr. Tripousis said no, he thinks the CHSRA can work with these options and solutions to get to the common-level outcome.

Director Rose Guilbault asked what the financial impacts are from the two plans. Ms. Lee said if it costs more, CHSRA is interested in helping fill the gap.

Director Cisneros asked how Caltrain defines capacity. Ms. Lee said it is a combination of seats, standees, and the turnover rate.

Director Cisneros said embarking and disembarking is faster with standees than with people in seats. Mr. Harvey said that is not always true. A standee takes up less space than a seat, so more people could fit if there were fewer seats. That would make an impact on the ability to operate. If the doorways are blocked with standees, it adds to dwell times.

Director Cisneros said movable steps are not in the presentation. Mr. Harvey said none of the manufacturers offered that as a solution or indicated they were willing or had movable steps in their designs, as there are different crash worthiness standards for light rail vehicles than for these trains. He said he will ask the manufacturers about it.

Director Cohen said the city and county of San Francisco is looking for the greatest possible operational flexibility, accessibility and capacity of the system. Standing capacity has flexibility to move people more efficiently. She asked if there is anything positive about the key findings. Ms. Lee said with shared boarding, both systems are able to access the full system. When there is an incident, this flexibility allows for faster recovery. The vehicle makers could modify previously made car shells to meet the 2020 timeframe. Additional funding could come from CHSRA.

Mr. Hartnett said there are two stages described. One is the electrified service in 2020, and the other is when there is a blended system. He said it may be a long time before the second stage needs to be dealt with, and the issue with level boarding may not

need to be addressed for a long time. He said there has to be more than an assumption that the investment is linked to level boarding. It has to be understood why level boarding is important to CHSRA in order to assess how it relates to the blended service, particularly when CHSRA would only be stopping at only two or three stations on the Peninsula.

Mr. Tripousis said Cap and Trade funds have created flexibility. CHSRA is looking at accelerating the program, the environmental review, finding ways to link with the Central Valley sooner, and closing the gap between revenue service for electrified Caltrain service and high-speed service. He said CHSRA is beginning a schedule study to get an operations plan. He said the ability to reduce dwell time by having a common level boarding solution and increase throughput is part of the goal of increasing capacity in the corridor and providing a transportation resource.

Director Jeff Gee said the factor of time is of value. He said he would want to know what the asset life is of the EMUs, depending on when the revenue service of the blended system will come to this area.

#### Public Comment

Jeff Carter, Millbrae, said CHSRA should not dictate to Caltrain what platform height to use. He said Caltrain should look at 10-car trains to address capacity concerns. Dwell time kills the schedule. He asked how 25-inch or 50-inch platforms will affect freight service.

Andrew Boone, East Palo Alto, said there is an option where CHSRA and Caltrain have one boarding level and one platform level. It is technically possible to do. He asked why it has been decided that CHSRA vehicles will be at 50 inches. He said the cost to reconstruct the platforms is not included in this information, and it should be as one complete package.

Andy Chow, Redwood City, said he is concerned about high platform concepts for Caltrain. The platform should be at the height of the key part of railcar, which is where disabled people and bicyclist will be sitting. There is not enough space in the high platform portions to have seating for those people. It is a safety issue to have bicyclists going up and down stairs or to have lifts inside cars for wheelchair users.

Greg Conlon, Atherton, said if there are changes to platforms, Atherton and Broadway stations would have to have their hold-out stations fixed. Holdout stations should be fixed first.

Director Cohen left at 11:10 a.m.

Roland Lebrun, San Jose, said the Federal Railroad Administration (FRA) should be having this conversation because they have a railroad safety advisory committee engineering taskforce whose responsibility is to make sure HSR is compatible with existing rail infrastructure in the United States. He said the Russians are taking their platforms down to 22 inches to be compatible with the rest of Europe. He said that CHSRA is about to order its trainsets and they have to be able to operate without an operating subsidy. They are going to take over the entire Baby Bullet market and

replace it with HSR, which will cause a problem because high-speed rail trains are single level.

Doug DeLong, Mountain View, said if the operation of bi-level cars is shifted from 25- to 50-inch boarding heights, the bathrooms will also have to be moved. He said CHSRA may not be familiar with the concept of a tenant operator. They will be sharing track with Caltrain and Metrolink and will be a tenant, which means they have no rights until they get a trackage rights agreement. If CHSRA is procuring rolling stock without an agreement with host railroads, it is a poor use of public funds.

Adina Levin, Friends of Caltrain, said now that the details about how to make Caltrain compatible with the 50-inch CHSRA height have been looked into, it might be time for CHSRA to revisit assumptions and merging compatibility standards to see if it makes more sense and would be more effective to change CHSRA heights. The reason to go to level boarding is dwell time. Internal stairs may impact benefits of level boarding. She asked if international expertise will be available at the workshop.

### **KEY CALTRAIN PERFORMANCE STATISTICS – MARCH 2015**

Mr. Harvey said:

- Key Caltrain Performance Statistics March 2015 compared to March 2014
  - Monthly Performance Statistics:
    - Total Ridership was 1,538,742, an increase of 7.5 percent.
    - Average Weekday Ridership (AWR) was 56,352, an increase of 6.2 percent.
    - Total Revenue was \$6,862,951, an increase of 11.7 percent.
    - On-time Performance was 87.9 percent, a decrease of 5.4 percent.
  - Year-to-Date Performance Statistics:
    - Total Ridership was 13,699,156, an increase of 10 percent.
    - AWR was 57,502, an increase of 10.3 percent.
    - Total Revenue was \$61,601,296, an increase of 13 percent.
- Bombardier consists will be six cars, starting May 11.
- Caltrain is shutting down service north of Bayshore on June 6 and 7 to install fiber optic cables for Positive Train Control (PTC) within the tunnels. A bus bridge will be used to take customers to 22<sup>nd</sup> Street and 4<sup>th</sup> and King.
- Special service
  - Bay to Breakers will be on May 17.
  - A Sunday schedule will be operated on Memorial Day.

### Public Comment

Doug DeLong, Mountain View, asked if Graph B could get a 13-month rolling average with a trend line to help grasp where things are headed.

Andrew Boone, East Palo Alto, said electronic bike lockers are more efficient than keyed lockers, can be shared between multiple passengers, and allow people to use the train without bringing their bikes onboard. There aren't electronic lockers at most stations. They should be a standard facility like parking lots are for cars.

## **PRELIMINARY FISCAL YEAR (FY) 2016 OPERATING BUDGET**

Gigi Harrington, Deputy CEO, presented:

- Farebox revenue will exceed \$80 million in FY2015.
- The farebox recovery budget for FY2016 is 60 percent.
- A fare increase will be proposed, including the Go Pass, in January 2016. Fare increases are anticipated to be made every other year. Staff will be proposing to use one-time funds.
- Total preliminary revenue is \$139.1 million, an increase of \$8.4 million.
- Total preliminary expenses are \$139.1 million, an increase of \$11.6 million.
- The budget is balanced.
- Member contributions
  - San Mateo: \$6,080,000
  - Santa Clara: \$8,413,758
  - San Francisco: \$5,233,692
  - Total: \$19,727,450
- Next Steps
  - June Board meeting: budget approval
  - Long term focus on funding options

### Public Comment

Roland Lebrun, San Jose, said the fuel figure is incorrect. This is the previous approved budget figure of \$18 million. The current budget is \$12 million, but the current rate of fuel is actually \$10 million. He said administrative costs have doubled because the farebox recovery ratio is too low. He said to increase farebox recovery, the fees could be increased or expenses reduced. He said the managing agency overhead of \$5.8 million could be reduced.

Director Perry Woodward left at 11:30 a.m.

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, congratulated staff on putting together the budget. The capital budget signals electrification moving forward. He suggested that raised parking fees are why cars are parking on El Camino Real in San Carlos.

Adina Levin, Friends of Caltrain, said having a two-year budget would help to avoid surprises. If cities find overflow parking because there is free on-street parking, parking permits or metering at the city level should help that, and it shouldn't be a reason for Caltrain to undercharge for parking.

## **PRELIMINARY FY2016 CAPITAL BUDGET**

Ms. Harrington presented:

- Budget goals include investing in infrastructure and equipment, rehabilitation and replacement of components for rail vehicles, system safety, and continuing the CalMod Program.
- FY2016 Capital Budget total: \$233.1 million.
- The budget is not balanced. Funding partners have committed to fund a total of \$15 million, but the current request is for \$19 million. Staff needs to continue to work with the Metropolitan Transportation Commission (MTC) to ensure State of Good Repair funds continue to flow to the capital program.



- Capital Projects Highlights
  - State of Good Repair
    - Station and intermodal access
    - Right of way/signal and communications
    - Rolling stock
  - Caltrain Modernization
    - Rolling stock replacement
    - Electrification
  - Legal mandates and required enhancements
    - Railroad bridge load ratings
    - Santa Clara County grade crossing medians
  - Operational improvements/enhancements
  - Right of way fencing
  - Train departure monitors and terminal stations
  - Closed-circuit television
- Next Steps
  - Review capital program needs and reduce overall request from funding partners
  - Negotiate Federal Transit Administration funds on hold with MTC
  - Present balanced budget in June

#### Public Comment

Roland Lebrun, San Jose, said Volume 4 of the Electrification RFP has not been released. He said this could potentially mean a third or fourth track in the middle of Los Gatos Creek. He said there is something happening in San Jose that looks like a complete re-signaling.

Greg Conlon, Atherton, said the town of Atherton is willing to contribute funds to fix the holdout station. He said San Mateo County has increased its funding by \$1.5 million and he hopes some of that goes to fixing the holdout stations.

#### **ASSESSMENT OF THE FISCAL YEAR 2015 FUEL HEDGING PROGRAM**

Ms. Harrington said the hedge has not been tripped and no action is requested at this time.

#### **AUTHORIZE ADOPTION OF THE REVISED FUEL HEDGING POLICY AND APPOINTMENT OF ORRICK, HERRINGTON & SUTCLIFFE LLP TO SERVE AS SPECIAL COUNSEL IN CONNECTION WITH THE FISCAL YEAR 2016 FUEL HEDGING PROGRAM FOR A NOT-TO-EXCEED FEE OF \$150,000**

Ms. Harrington said staff would like to change the policy to allow for a negotiated transaction. Staff will have the financial advisors conduct an analysis to ensure the price is fair and reasonable. She said the fuel hedge is 50 percent of the fuel portfolio, or about two million gallons.

#### Public Comment

Roland Lebrun, San Jose, said staff is forecasting fuel at \$3.41 per gallon, but Santa Clara Valley Transportation Authority (VTA) is forecasting it at \$2.75 per gallon for FY2016 and \$2.85 per gallon in FY2017. He said when multiplying the actual amount of fuel used for 92 trains by \$2.75, it comes out to \$12.6 million.

Motion/Second: Gee/Guilbault

Ayes: Cisneros, Gee, Guilbault, Kalra, Nolan, Yeager, Tissier

Absent: Cohen, Woodward

**AUTHORIZE AWARD OF CONTRACT TO VAVRINEK, TRINE, DAY & CO., LLP TO PROVIDE FINANCIAL AUDIT SERVICES FOR A FIRM-FIXED PRICE OF \$329,720 OVER A FIVE-YEAR TERM AND REQUESTED ADDITIONAL FINANCIAL AUDITING SERVICES AT THE NOT-TO-EXCEED AMOUNT OF \$200,000**

Ms. Harrington said Bruce Petrozza is the new Director, Contracts and Procurement. She said this is a contract for audit services. A competitive procurement was conducted. Staff likes to change auditors every cycle to have a fresh set of eyes looking at the practices and the books.

Motion/Second: Nolan/Cisneros

Ayes: Cisneros, Gee, Guilbault, Kalra, Nolan, Yeager, Tissier

Absent: Cohen, Woodward

**AUTHORIZE ENTERING INTO AN AGREEMENT BETWEEN THE SAN MATEO COUNTY TRANSIT DISTRICT AND THE COUNTY OF SAN MATEO FOR LAW ENFORCEMENT AND POLICE COMMUNICATIONS SERVICES PROVIDED TO THE PENINSULA CORRIDOR JOINT POWERS BOARD AT A TOTAL NOT-TO-EXCEED COST TO THE JPB OF \$11,958,901 OVER A THREE-YEAR TERM**

Ms. Harrington said staff is proposing 16 dedicated personnel for both Caltrain and SamTrans. Caltrain uses 78 percent of the services. Two new full-time employees will help with special events, and there is funding in the budget to support this.

Motion/Second: Nolan/Guilbault

Ayes: Cisneros, Gee, Guilbault, Kalra, Nolan, Yeager, Tissier

Absent: Cohen, Woodward

**AUTHORIZE EXTENSION TO LEASE OF WAREHOUSE WITH TRUSTEES OF THE DEL SECCO REVOCABLE TRUST AT 4000 CAMPBELL AVENUE IN MENLO PARK FOR A PERIOD OF FIVE YEARS FOR A TOTAL COST OF \$2,100,000**

Brian Fitzpatrick, Manager, Real Estate and Property Development, said this is a lease extension. Real estate staff has negotiated the lease and has determined the rate is within the market rate for similar buildings in similar areas.

Motion/Second: Nolan/Yeager

Ayes: Cisneros, Gee, Guilbault, Kalra, Nolan, Yeager, Tissier

Absent: Cohen, Woodward

**COMMUNICATIONS-BASED OVERLAY SIGNAL SYSTEM (CBOSS) PTC PRESENTATION**

Ms. Harrington presented:

- The contract was executed in December 2014.
- The JPB is being responsive to the requirements of the Rail Safety Act and additional enhancements specified as part of the scope of the contract.
- Looking for interoperable system and an overlay to the existing signal system.

- Accomplishments:
  - Completed backup control center that is being tested
  - Near completion of laying fiber from San Francisco to San Jose
  - Completed installation of the office subsystem
  - Completed erection of 12 of 14 base stations
  - Completed 55 percent of onboard installation
  - Recalibrated mileposts
  - Continue to work with community on outreach
- Currently targeting to be in Revenue Service Demonstration (RSD) with the FRA in December 2015.
- Project cost is \$231 million and is within budget.
- FRA will witness testing in the southern portion of the right of way, and then JPB will submit an application for RSD.
- Between RSD and system acceptance:
  - Reporting and testing must be done
  - JPB must implement a long-term maintenance and support agreement
  - Costs associated with the ongoing support will be significant and will come forward in FY2017
  - An owner's team must be put into place
  - FRA safety certification must be provided
- Challenges
  - General Electric software release delays
  - Interoperability with UPRR
  - No written FRA guidelines, so is a learn-as-you-go system
  - Long-term maintenance and support
- Contracts for the owner's team will be brought to the Board in June
- Next Steps
  - Segment 3 pilot testing
  - Completing wayside testing
  - Submitting RSD application
  - Complete onboard installation
  - Initial revenue service

#### Public Comment

Roland Lebrun, San Jose, said the presentation mentioned Interoperable - Incremental Train Control System, but the RFP Volume 3 does not have any references to it. He said there were supposed to be field tests last November and February for the FRA safety certification, but they did not happen. He said the JPB will have to organize a full audit with people who know this subject.

Jeff Carter, Millbrae, said Caltrain has to pay for the interoperability with UPRR. He asked what kind of PTC system UPRR is doing for the rest of their tracks and how it is different from Caltrain's. He asked for a cost breakdown for how much PTC costs Caltrain versus other railroad properties.

#### **ANNUAL PASSENGER COUNTS PRESENTATION**

Mr. Harvey presented:

- Purpose of the counts is to get a reference from prior years. Data is used for validating the revenue-based ridership estimates.

- Manual counts are taken over five weekdays and one weekend.
- AWR was 58,245, a 10.7 percent increase over last year.
- Growth has spread on both peak hours and midday.
- All stations except College Park have increased ridership.
- The top 10 stations for weekly boardings have not changed; San Francisco is first and Palo Alto is second.
- All counties saw increases in ridership.
- The Gilroy Extension ridership has grown for the third consecutive year; it is up 100 riders per day over last year.
- Growth is on all train types, not just Bullets. Limited and local trains grew at a higher rate than Bullets.
- Forty percent of Bullets will have six-car trains starting on May 11.
- The last service change in October 2014 added five stops at 22<sup>nd</sup> Street for limited-stop trains.
- Average trip length is 28 miles for Bullets; weekday system-wide it is 22.7 miles.
- Average weekday bike ridership is up 5.7 percent.
- Bikes denied boarding numbers were up.
- Saturday ridership grew significantly. Sunday ridership decreased.
- Ridership is at an all-time high and has increased 71 percent since 2010.
- Southbound commute is getting strong.
- Next Steps:
  - Budgets have been drafted to meet ridership demand and will be presented for Board approval in June.
  - Staff will continue to develop ridership data to help develop a schedule pattern for post-electrification.

#### Public Comment

Roland Lebrun, San Jose, said the public needs access to the raw data. He said JPB staff should go to VTA's Hack My Ride. Ridership should be measured in real time to inform the JPB where passengers get on and off, and where changes need to be made.

Shirley Johnson, San Francisco Bicycle Coalition, said it was a great decision to add a third bike car to Bombardier train sets because bike bumps increased in 2015, which pushes bicyclists off the trains and back into their cars. People are willing to stand on the trains, but they are not willing to be left behind on the platform. This drop in bicyclists equates to \$500,000 in lost revenue, so adding the third bike car will bring back that money.

#### **CALTRAIN SHORT-RANGE TRANSIT PLAN – DRAFT ELEMENTS PRESENTATION**

Mr. Hartnett said this item will be postponed.

Ash Kalra left at 12:06 p.m.

#### **LEGISLATIVE UPDATE**

Seamus Murphy, Director, Government and Community Affairs, said the Federal surface transportation funding will need to be reauthorized this month or it will expire on May 31. The governor's May budget revision will be released on May 14.

**CORRESPONDENCE**

No discussion.

**BOARD MEMBER REQUESTS**

None

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

The next meeting will be Thursday, June 4, 2015, 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**

Mr. Hartnett said this information can be deferred to the next meeting.

Adjourned at 12:14 p.m.