

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

MINUTES OF JUNE 4, 2015

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

MEMBERS ABSENT: J. Cisneros

STAFF PRESENT: J. Ackemann, J. Averill, J. Cassman, A. Chan, D. Couch, P. Glenn, G. Harrington, J. Hartnett, C. Harvey, R. Haskin, M. Lee, M. Martinez, N. McKenna, S. Murphy, S. Petty, M. Simon, S. van Hoften

Chair Adrienne Tissier called the meeting to order at 10:01 a.m. and led the Pledge of Allegiance.

PUBLIC COMMENT

Lauren Barley, Palo Alto, said that since 2009, 69 percent of teen deaths on the Caltrain right of way were suicides in Palo Alto, and that only one teen suicide in Palo Alto over that time was not by Caltrain. Palo Alto is only 8 percent of the total Caltrain tracks. Caltrain can reduce suicidal teens' access to the right of way in Palo Alto by installing a 10-foot anti-climb fence on both sides of the four-mile tracks in Palo Alto and perpendicular fencing that narrows the access at the grade crossing, as well as removing the foliage inside the railway. Reducing access to a lethal means of suicide has proven to reduce suicide deaths by as much as 30 to 50 percent, because most suicides are impulsive, especially with teens.

Doug DeLong, Mountain View, thanked the Ticket Vending Machine staff for the change that integrated credit card receipts with the tickets, because it reduces litter and paper use. He said if Caltrain moves toward level boarding, it should be done in a way that maintains and enhances the capacity of Caltrain, and not in a way that washes out or decreases capacity. Things like traps, single-leaf doors, or doors at the ends of cars would reduce throughput.

Roland Lebrun, San Jose, said Orders of the Day should be added to the agenda so the Board could rearrange the agenda as needed. He said Caltrain should separate from the San Mateo County Transit District (District) as the managing agency.

Greg Conlon, Atherton, said he is concerned about safety. Positive Train Control (PTC) is needed. He said cell phones should be prohibited for engineers and a second engineer should be put into the cabin to prevent unauthorized actions by rogue engineers.

Hans Nielsen, San Francisco, thanked the Board for planning to add a new bike car on Bombardier trains. He said he noticed a line in the budget about departure boards at terminus stations and said that would be an excellent improvement. He said he would

like to see Global Positioning Satellite train-tracking similar to Santa Clara Valley Transportation Authority (VTA) and San Francisco Municipal Transportation Agency (Muni).

Adina Levin, Friends of Caltrain, said someone on social media expressed thanks for the JPB's plan to live-stream the Board meetings.

CONSENT CALENDAR

Authorize to Cast Ballots to Approve the Establishment of the Dogpatch/Northwest Potrero Hill Green Benefits District and Associated Assessment for a 10-Year Period

Director Tom Nolan, at the request of Director Malia Cohen, asked to include the Authorization to Cast Ballots to Approve the Establishment of the Dogpatch/Northwest Potrero Hill Green Benefits District (GBD) and Associated Assessment for a 10-Year Period in the Consent Calendar.

Director Rose Guilbault asked if funding for the assessment over the 10-year period is in the budget. Seamus Murphy, Director, Government and Community Affairs, said it is not in the budget, so if this effort is successful, the budget would need to be amended mid-year.

Director Guilbault asked if there are other similar districts that receive money from the JPB. Mr. Murphy said this is the first time for Caltrain, but the San Mateo County Transit District has participated in a similar district.

Director Guilbault asked what other steps are left in the process after the JPB approves this item. Mr. Murphy said the San Francisco Board of Supervisors has to authorize the city to mail ballots to the affected property owners. For the effort to be successful, 50 percent of the property owners must ratify the decision to create the GBD.

Director Guilbault said once the GBD is created, their board of directors would determine what to do with the money. She asked if the JPB has any influence on where the money goes. Mr. Murphy said it is possible for the JPB to have someone on that board of directors, but staff has not had any conversations about its intent to pursue a seat.

- Approval of Minutes of May 7, 2015
- Acceptance of Statement of Revenues and Expenses for April 2015
- Authorize Execution of Exclusive Negotiation Agreement with Sares/Regis for Development of the Hayward Park Station Property
- Authorize Execution of Contracts of More Than \$100,000 for Information Technology License Renewals, Maintenance Services and Professional Services for Fiscal Year 2016 for an Aggregate Not-to-Exceed Amount of \$500,000
- Authorize Execution of Contracts for Technology Related Products and Services to Vendors Under Cooperative Purchasing Programs for Fiscal Year 2016 for an Aggregate Not-to-Exceed Amount of \$1 Million
- Authorize Implementation of the Fuel Hedging Program for the Fiscal Year Ending June 30, 2016 for a Diesel Fuel Hedge in the Form of a Commodity Price Cap, Approval of the Term Sheet for Commodity Price Cap on File, and Payment of the Premium for the Commodity Price Cap

Motion/Second: Nolan/Woodward

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

Absent: Cisneros, Cohen, Kalra

Director Ash Kalra arrived at 10:15 a.m.

CHAIRPERSON'S REPORT

No report.

REPORT OF THE CAC

Adina Levin, CAC member, said at its May 20 meeting, the CAC:

- Asked questions about the future Caltrain schedule. Staff said they would consider making schedule refinements before electrification.
- Made comments about supporting the expansion of the Bike Share Program as it relates to the Caltrain first and last mile.
- Received a presentation about Caltrain level boarding.
- Expressed an interest in influencing the metrics about decisions including future capacity and service levels to stations.

REPORT OF THE EXECUTIVE DIRECTOR

Proclamation Declaring June 18th as Dump the Pump Day

Jayme Ackemann, Manager, Communications, said this is the 10th annual observance of this nationwide event sponsored by the American Public Transportation Association. Staff will be hosting a booth at the San Jose Diridon Caltrain Station from 7:30 a.m. to 9 a.m. to welcome commuters who choose to Dump the Pump on June 18. Staff will provide giveaways and an opportunity to enter a drawing.

Motion/Second: Nolan/Woodward

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

Absent: Cisneros, Cohen

Caltrain Modernization (CalMod) Update

Marian Lee, Executive Officer, CalMod Program, said:

- Installation and testing of the Communications-based Overlay Signal System (CBOSS) PTC system is progressing. No complaints have been received since the last meeting.
- There will be work in the San Francisco tunnels on June 6 and 7, which will impact train service. Bus bridges will be in place to mitigate the impact.
- Staff is working on a draft Electric Multiple Unit (EMU) Request for Proposal (RFP). Part one of a two-part effort has been released, which includes information about the car options based on the input received from the Board and stakeholders. The vehicles with traps were not included as there was strong consensus that traps are not a viable option. Staff included the vehicles they would have originally purchased, as well as vehicles with more doors that would accommodate low and high boarding heights. Staff is asking the vehicle makers to verify that they can meet the 2020 target date and for information about the cost differential between the car options. Part two of the draft will be released

next month, after discussions about how to balance seats, standees, bikes and bathrooms.

Real Estate Update

Dave Couch, Project Delivery Director, presented:

- Real Estate Need
 - Project need
 - Traction power facilities (TPF)
 - Overhead contact system poles
 - Electric safety zone (ESZ)
 - Identified in the Final Environmental Impact Report
 - Approach
 - Friendly
 - Eminent domain (only if needed)
- Scope
 - Most project improvements are within the right of way
 - Limited land needed outside the right of way
 - Narrow strips for poles and ESZ
 - Two TPFs outside the right of way
 - Number of parcels needed
 - San Francisco County: five
 - San Mateo County: 102
 - Santa Clara County: 56

Director Cohen arrived at 10:26 a.m.

- Process
 - Friendly
 - Contact property owners
 - Appraisal and negotiate
 - Written offer
 - Closing
 - Eminent domain
 - Additional time
 - Use cooperative agreement with VTA, SamTrans and San Francisco
 - Complete acquisition by fall 2017
- Next Steps
 - May to summer
 - Contact property owners
 - Begin appraisal process
 - JPB items to come (summer)
 - Delegation of authority
 - Cooperative agreements
 - Real estate services contract

EMU Procurement – Seats/Standees/ Bathrooms/Bikes Balance

Ms. Lee presented:

- The purpose is to develop a framework for the draft EMU RFP and to receive feedback on car configuration and the range of increased seats and bikes onboard.
- Average weekday ridership has increased 143 percent since 2004.
- Onboard bike capacity is exceeded today.
 - 11 percent (about 6,000) of customers bring bikes onboard
 - 1 percent of customers (about 600) park bikes before boarding
- Challenge
 - Over capacity on peak-hour trains
 - More and more customers are standing
 - Ongoing bike bumping challenges
- Bikes Onboard Program
 - Program began in mid-1990s
 - Over time, removed seats and added bike space
 - In 2004, Gallery trains could hold 32 bikes and Bombardier trains could hold 16 bikes
 - Today, Gallery trains can hold 80 bikes and Bombardier trains can hold 48 (with the added Bombardier cars, Bombardier trains will be able to hold 72)
- Wayside Facilities
 - Two thousand wayside parking spaced by various facilities
 - Needs modernization
 - Regional Bike Share Program
- Strategic Plan (adopted 2014)
 - Safety
 - Maximize passenger capacity
 - Address onboard accommodation of bikes, luggage and passenger facilities
 - Maintain comfort
 - Complement bikes onboard program with consistent capacity information and wayside improvements
- Title VI (adopted 2013)
 - Compliance with Federal civil rights requirements
 - Caltrain standards for evaluation
 - Sufficient seating capacity to meet demand is a priority
 - During peak it is not always possible to provide a seat for each passenger
 - Peak load factor: 1.2 customers per seat
 - Off-peak load factor: 1 customer per seat
- Customer Preference Survey
 - Over 4,000 responses to the opt-in survey
 - Not statistically valid
 - Survey highlights
 - Seats/Standee Related
 - Average trip onboard Caltrain – 28 percent from 31 to 45 minutes, 26 percent from 46 to 60 minutes

- Seat availability (destination trip) – 64 percent always, 17 percent standing up to 10 minutes, 7 percent standing more than 20 minutes
- Seat availability (return trip) – 57 percent always, 19 percent standing up to 10 minutes, 8 percent standing more than 20 minutes
- Bike Related
 - Brought bike onboard – 44 percent
 - Bumped in the last year – 46 percent never, 13 percent once, 30 percent two to 12 times
 - Staffed bike facility an alternative – 52 percent yes
 - Bike lockers an option – 49 percent yes
 - Bike sharing as alternative – 39 percent yes
 - Shuttles as alternative – 47 yes
- Bathroom Related
 - Use of bathroom – 53 percent yes
 - How often utilized – 2 percent never, 23 percent once a year, 60 percent two to 12 times, 13 percent multiple times per month, 3 percent multiple times per week
- Summary Results
 - Weighted average of what the highest desire is on a scale of 1 to 5
 - Seating – 4.5
 - Standing room/leaning area – 3.26
 - Bike storage – 3.11
 - Bathroom – 2.18
- Bay Area Systems
 - VTA: No bathrooms per train, six to 18 onboard bike spaces
 - Muni: No bathrooms per train, no onboard bike spaces
 - Bay Area Rapid Transit: No bathrooms per train, six to 20 onboard bike spaces
 - Caltrain: two to five bathrooms per train, 72 to 80 onboard bike spaces
 - Capitol Corridor: bathrooms on every car, 25 to 32 onboard bike spaces
 - Altamont Commuter Express (ACE): bathrooms on every car, 22 to 54 onboard bike spaces
- Staff Recommendation
 - Context/approach
 - Multiple EMU builders
 - Range of internal configurations
 - Specific numbers difficult to establish
 - Balanced approach to maximize seats/standees and bike capacity
 - Increased service per peak hour
 - Today
 - Five trains per direction
 - Five-car trains
 - With added Bombardier cars
 - Five trains per direction
 - Five-car and six-car trains

- With electric service in 2020
 - Six trains per direction
 - Six-car trains
 - Mixed EMUs and diesel fleet
- Electric service benefits
 - Today a Baby Bullet train takes 60 minutes and makes six stops from San Francisco to San Jose
 - After electrification a Baby Bullet train could take 45 minutes to travel from San Francisco to San Jose, or at 60 minutes could make 13 stops
- Key recommendations
 - Grow seats/standees and bike capacity
 - Apply a 9-1 ratio of seats to bikes
 - Invest in wayside bike capacity
 - More comfort for standees
 - No bathrooms
- Additional bike recommendations
 - System-wide Bike Parking Management Plan: \$130,000
 - Wayside funding: \$3 million
 - Dedicated agency bike staff
 - Explore ways to increase predictability for onboard bike capacity
- Bathroom recommendation
 - No bathrooms in EMU cars
 - One ADA bathroom takes up 32 seats or 64 standee spaces
 - Saves capital, operations and maintenance costs
 - Low priority in survey
 - Bathroom availability
 - Diesel fleet
 - At two terminal stations
 - Future
 - Consider more bathrooms with station improvements
 - City support varies
- Next Steps: June – July activities:
 - Public meetings
 - Draft RFP to car builders
 - July JPB
 - Policy EMU decisions
 - Release EMU RFP
 - Important milestone for 2020 revenue service

Ms. Lee said the Local Policy Maker Group felt there should be at least one bathroom per train.

Director Tom Nolan said it is important to have a bathroom and it is reasonable to consider having at least one.

Public Comment

Jeff Carter, Millbrae, said this is a 100-year investment, so future service should have more than six-car trains and six trains per hour. Capacity taken by bikes or bathrooms

needs to be addressed. There are new designs for CHSRA that could operate at 25-inch platforms. Bathrooms are important, particularly after baseball games. Some people will relieve themselves on the train if there are no bathrooms.

John Root, Burlingame, said doing away with bathrooms is not right. He said young children would need bathrooms.

Janice Li, Community Organizer, San Francisco Bicycle Coalition (SFBC), said her organization encourages the Board to set a transit agency goal to serve at least 20 percent bike passengers by 2020, to provide bike capacity onboard EMUs for 16 percent of passengers as a way to at least match the existing growth curve, to increase and develop wayside facilities, and to ensure accessible platform and car design for all people including children, seniors, the disabled, and bike passengers.

Roland Lebrun, San Jose, said the JPB started with \$440 million for trains, but \$125 million went to poles and wires for electrification, and \$5 million has been used on consultants. He said his calculations show that after the consultants are done, there will be \$250 million left, but \$600 million is needed for new trains. He asked where the money will come from. He said the platforms at Transbay and Diridon need to be able to accommodate holding two trains. He said he designed a train that is 650-feet long, carries 965 seats, 80 bikes, seven wheelchairs and seven ADA toilets, and there is flexibility because of flip ups, which provide standing space.

Marc Brandt, San Francisco Bicycle Advisory Committee, said his committee passed a resolution advocating for 20 percent onboard bike capacity. Alternative last-mile solutions are subsidized by capital, labor, a footprint at or around the station, or all three factors. He said the bikes onboard program makes it feasible for him to travel without a car. He said the service is very much appreciated.

Hans Nielsen, San Francisco, said it would be great if all EMUs had the same bike space, instead of having bikes in some cars and no bikes in other cars. He said the bike cars on the trains he takes now almost always fill up, but there are always seats available. The 9-1 ratio is too low. Caltrain needs to have 20 percent bikes onboard.

Emma Shlaes, Policy Manager, Silicon Valley Bike Coalition, said she encourages Caltrain to set mode-share goals for access to stations and allocate funding and capacity based on these goals. As the economy has grown, biking has increased as the first- and last-mile solution. Boardings have risen and demand will continue to grow. She encouraged the JPB to increase the ratio to six to one on EMUs. She supported the wayside bike parking system because that investment is crucial.

Shirley Johnson, SFBC, said she is recommending a two-step implementation process to reach 20 percent onboard bike capacity: 16 percent in 2020 and 20 percent in 2022. Based on the annual passenger counts, the increase in bike boardings outpaced the increase of walk-on boardings. The average annual increase is 17.1 percent for bikes and 5.5 percent for walk-ons. By 2020, there will be more than 20 percent of passengers bringing bikes onboard. The two-step implementation is good to get operational information and to get people used to the new EMUs.

Doug DeLong, Mountain View, said one or two bathrooms per train is fine. There are not enough wayside facilities for bicycles. He said staff should move aggressively to scale up the wayside facilities independent of the CalMod Project.

Andy Chow, Redwood City, said there should be one restroom per train. Some stations have porta-potties. If there are no restrooms, people will go in undesignated places. Restrooms should have urinals for cleanliness. More bikes will impact dwell time. More wayside facilities are needed to handle growth.

Adina Levin, Friends of Caltrain, said only 17 percent of respondents said bathrooms were important, but for riders who ride over 45 minutes, bathrooms are important to 80 percent of respondents.

Director Jeff Gee said the Board needs to be as flexible as possible with the procurement since the Board won't know what is possible until the proposals come in. He would like to include a unit price for the additional cars in the RFP so the Board will know what the cost might be if the Board went with seven or eight cars. Trains should have at least one bathroom. He said there is a cleanup cost involved, whether there are restroom facilities or not. He said he would like to partner with communities that are willing to have wayside restroom facilities. He said the Board will have to wait to look at the proposals when they come in to decide what to do with bikes onboard. The proposals will dictate what range the trains can accommodate.

Director Kalra said bathrooms take up a lot of seats. If there are no restrooms on trains then there should be some at stations, particularly the heavily used stations.

Jim Hartnett, General Manager/CEO said special services the weekend of June 27 and 28 include:

- Gay Pride event in San Francisco
- San Jose Earthquakes at Stanford Stadium
- Grateful Dead concert at Levi's Stadium

Mr. Hartnett said he would send the Board a written report with more information.

PENINSULA CORRIDOR ELECTRIFICATION PROJECT LABOR AGREEMENT (PLA)

Joan Cassman, Legal Counsel, said that for a number of months, legal counsel has been engaged in discussions with labor councils in all three counties in anticipation of negotiating a PLA for the electrification project.

Patrick Glenn, Legal Counsel, said each of the three building trade councils designated a person to begin negotiations with JPB legal counsel, which began in January. He said the complication has been that much of the project is going to involve 54 miles of overhead wiring, and the trade that does that is the International Brotherhood of Electrical Workers (IBEW), a separate local, and they are not part of the building trades for any of the three counties and have not historically entered into PLAs with the building trade councils. As a result, that will require a separate agreement, Memorandum of Understanding, or side letter with them in order to have a PLA that is comprehensive enough to ensure the project will not be subject to any labor dispute, work stoppage, or jurisdictional disputes between the crafts that might result in delay or

disruption of the work. The building trades council has taken the lead on the discussions with the IBEW about the allocation of work between the various trades and the IBEW because some of the IBEW utilities work overlaps with some of the work the building trades crafts do. The groups discussed how disputes would get resolved without there being any potential disruption of the project. Once that is worked out, legal counsel and IBEW Local 1245 will tackle the details on the PLA with IBEW Local 1245 that will be integrated with the larger PLA with the Building Trades Councils. Mr. Glenn said it is his goal for that to be done and ready for Board review at the July meeting.

Director Cohen said she is in support of the PLA and it is the right direction for public agencies.

Mr. Hartnett said it is important to have this in place in July. It is important for the JPB to complete a tool that is of great quality.

Director Cohen asked if the PLA includes a local hire provision. Mr. Glenn said for the most part, the local hire and Disadvantaged Business Enterprises (DBE) will be handled by the contractors. The Building Trades want the JPB to be a party to the agreement, which is not unusual, but the JPB is not an employer in this agreement. He has proposed that the JPB would become a party to the PLA, and in exchange, the JPB would get the benefit of putting provisions in the PLA to require contractors and the crafts to help the JPB meet its veterans, DBE, local hire and other Equal Employment Opportunity Commission participation and employment requirements under the contract. The JPB could also require them to engage in bargaining if they are not on target to meet the JPB's goals, and to designate a mediator to discuss ways to meet those goals.

KEY CALTRAIN PERFORMANCE STATISTICS – APRIL 2015

Chuck Harvey, Deputy CEO, said:

- Key Caltrain Performance Statistics April 2015 compared to April 2014
 - Monthly Performance Statistics:
 - Total Ridership was 1,556,949, an increase of 5.6 percent
 - Average Weekday Ridership was 58,371, an increase of 5.6 percent
 - Total Revenue was \$7,072,117, an increase of 7.9 percent
 - On-time Performance was 89.1 percent, an increase of 1 percent
- The Quint Street Bridge Replacement Project in San Francisco design work was completed and the bid was advertised in May. Construction will begin in the fall.
- Four San Mateo bridges will be raised. Crews are in the middle of completing the retaining walls and micro piling, which will allow the track structure to be raised up over several weekends. The first bridges will be installed in about six months.
- The JPB is replacing three roadway bridges in San Francisco at 22nd Street, 23rd Street, and Paul Avenue. Construction has started on 23rd Street, and work will be completed on that bridge before closing the next street.
- Staff is working with VTA on their light rail efficiency project to add tracks in the Mountain View area, which will add capacity on that line over to the Tasman area and Levi's Stadium.

AUTHORIZE ADOPTION OF THE FISCAL YEAR 2016 OPERATING BUDGET IN THE AMOUNT OF \$139,156,066

Gigi Harrington, Deputy CEO, said the operating budget is unchanged from last month. The budget assumes a fare increase in the middle of the year and assumes the same levels of service.

Director Gee asked if the definitions for every line item are the same across all transit properties. Ms. Harrington said no.

Director Gee said every agency has different line item and budget categories, so there are other transit properties/agencies that define things differently.

Public Comment

Roland Lebrun, San Jose, said Caltrain uses 50,000 gallons of fuel per train, so for 92 trains, that is 4.6 million gallons. Staff is estimating the cost of fuel at \$3.40 per gallon, but VTA estimates it at \$2.75 per gallon. JPB staff is overestimating fuel by 50 percent, or \$8 million that would later be spent on discretionary projects. He said administration costs for ACE is \$5.173 million, and Capitol Corridor is charging \$3 million plus \$1 million for advertising. This is versus the JPB's \$20 million. He said he came up with a proposal to add another 20 bullet trains to the service and he expects a minimum of \$45 million in farebox revenue.

Jim Bigelow, Redwood City/San Mateo County and Menlo Park Chambers of Commerce, complimented the Board on the way the budget is approached and the thoroughness for this year. He said it is good to see the capital budget is up to \$200 million, which means things are getting underway. The presentation on the EMU order and the outreach to make decisions are to be commended. He said he sees tons of bicycles from Redwood Shores. He said the JPB has to temper how many bikes onboard, and that walking the last mile could be an option.

Motion/Second: Yeager/Gee

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

Absent: Cisneros

AUTHORIZE ADOPTION OF THE FISCAL YEAR 2016 CAPITAL BUDGET IN THE AMOUNT OF \$200,792,150

Ms. Harrington said last month there was a shortfall in the proposed budget. Since last month, some adjustments were made that bring the budget in balance with partner contributions at \$15 million. Two projects have been added: funding to paint Bayshore Station and funding for the Grade Crossing Improvement Program. Three projects have been deferred: the public announcements system upgrade, the fuel and lube truck, and the closed circuit television improvements. Staff adjusted the cash flow for rolling stock and the CalMod Program. The budget is balanced.

Public Comment

Roland Lebrun, San Jose, asked the Board to defer this to next month because the CalMod Program has \$122 million from the Early Investment Program (EIP). He asked where the money is coming from. The Board should defer making a decision on this budget until it gets clarification from staff.

Motion/Second: Yeager/Woodward

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

Absent: Cisneros

AUTHORIZE ENTERING INTO A FUNDING AGREEMENT WITH CALTRANS FOR A TRANSPORTATION PLANNING GRANT IN THE AMOUNT OF \$134,123 FOR THE CALTRAIN BICYCLE PARKING MANAGEMENT PLAN

April Chan, Executive Officer, Planning and Development, said staff is asking the Board for the authority to enter into this agreement.

Public Comment

Shirley Johnson, SFBC, said she is recommending 16 percent of passengers park their bikes or use bike share, and then move to 20 percent as demand grows. It is an attainable goal because bike use is increasing, Caltrain parking lots are full, the shuttles are full and buses are full. If people ride their bikes to Caltrain stations it is good for everybody. She said staff should look at mode-share and how much each mode costs. She is supportive of wayside improvements.

Motion/Second: Nolan/Guilbault

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

Absent: Cisneros

AUTHORIZE AWARD OF CONTRACTS TO LTK ENGINEERING SERVICES FOR \$3,995,607 FOR SUBSYSTEM SUPPORT SERVICES AND KAREN ANTION CONSULTING FOR \$894,536 FOR PROJECT MANAGEMENT OVERSIGHT (PMO) FOR THE CBOSS PTC FOR A 15-MONTH TERM

Ms. Harrington said this is the owner's team for PTC. Staff did not do a competitive procurement because staff felt it was not wise to change the owner's team six to seven months away from revenue service demonstration. These contracts will get the JPB through revenue service, warranty and contract close out, and then the project will be turned over to the JPB.

Director Gee asked if original contracts were competitively procured. Ms. Harrington said yes.

Public Comment

Roland Lebrun, San Jose, asked why staff is extending the PMO contracts to the end of 2016 if it will be in revenue service at the end of 2015. He asked where the \$5 million is coming from. He said it isn't from the original budget because this project is already over budget.

Elizabeth Alexis, Californians Advocating Responsible Rail Design, said the previous contract was awarded to Karen Antion, Consultant, under the guise of an Information Technology, On-Call Consulting contract that was not advertised as a CBOSS contract. She said her organization will be filing ethics charges regarding filing of the Statement of Economic Interests, and will be filing charges under the Conflict of Interest because the previous contract was never for a CBOSS contract. This is a serial contract of mass proportion. She asked the Board to defer this item for one month so she can bring information to the Board. Protection of public money is paramount.

Motion/Second: Nolan/Woodward

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

Noes: Cohen

Absent: Cisneros

Director Kalra left at 11:51 a.m.

CALTRAIN SHORT-RANGE TRANSIT PLAN (SRTP) – DRAFT ELEMENTS PRESENTATION

Sebastian Petty, Senior Planner, presented:

- Context
 - Metropolitan Transportation Commission (MTC) requirement
 - Ten-year horizon (FY2015-2024)
 - Informs regional plans/programs
 - Key draft elements
 - Operations/maintenance
 - Capital Improvement Program (CIP) and funding
- Policy Framework
 - Caltrain Strategic Plan
 - MTC Transit Sustainability Plan
 - CalMod Program
 - Caltrain/CHSRA blended system
- Operating Plan Assumptions
 - 2016 – 2020
 - Longer diesel trains
 - More seats and bikes onboard
 - Reduced weekend service during electrification construction
 - 2021 – 2024
 - Mixed-fleet electrified service
 - Service expansion
- New Operations/Maintenance Costs
 - CBOSS PTC
 - Long-term service contract
 - Staff and contract operator support
 - Electrifications and EMUs
 - Electrification infrastructure
 - EMU fleet
 - Expanded service (train crew)
 - electricity
- Savings
 - Diesel fuel reduction of 61 percent of 5.5 million gallons
 - Diesel vehicle maintenance
 - Remaining fleet is 25 percent
 - Maintenance reduction of 59 percent
- Increased Revenues
 - Ridership
 - Fare increase of 7.5 percent every two years
- Operations and Maintenance Forecast
 - Projects a deficit between \$16 million in 2021 and \$12 million in 2024

- New Financing Consideration
 - Transportation Infrastructure Finance and Innovation Act loan if grant is not available
 - Pursuing these strategies could add to annual debt servicing costs
- Key Metrics
 - FY2015
 - Farebox recovery: 62.7 percent
 - Operating expense per passenger: \$5.66
 - Operating expense per vehicle service hour: \$561
 - JPB member subsidy per passenger: \$1.03
 - JPB member subsidy per vehicle service hour: \$102
 - FY2021
 - Farebox recovery: 65.2 percent
 - Operating expense per passenger: \$5.45
 - Operating expense per vehicle service hour: \$532
 - JPB member subsidy per passenger: \$0.80
 - JPB member subsidy per vehicle service hour: \$78.10
- CIP Categories
 - State of Good Repair: \$381 million (\$68 million unfunded)
 - Support and Contingency Program: \$24 million
 - Reliability and Enhancement Program: \$648 million (\$424 million unfunded)
 - CalMod Program
 - EIP: \$1.761 billion (funding plan being updated)
 - Phase II: Cost to be determined and funding plan to be developed
- Next Steps
 - Prepare and submit draft SRTP to MTC
 - Post on website
 - Finalize SRTP
 - Request JPB adoption
 - Submit final to MTC

Director Gee asked what the net maintenance result will be to maintain the electrical and overhead as the diesel infrastructure decreases. Mr. Petty said the absolute dollar value will increase as the JPB expands the size of the total system, but the cost per passenger or per service hour is going down.

Director Gee said an ongoing component of the plan should include public safety organizations across all three counties being trained to deal with electric vehicles.

Public Comment

Roland Lebrun, San Jose, a slide in this presentation shows 5.5 million gallons of fuel but other documents show fuel is 4.6 million. He asked why that number changed when it is not in the operating budget.

LEGISLATIVE UPDATE

Mr. Murphy provided the following update:

State

The deadline for bills to leave their house of origin is June 5, and the deadline for the Legislature to submit a budget to the governor is June 15. The May budget revision came out last month and the most notable changes were increased funds to the Cap and Trade Expenditure Plan. All transportation funding is doubling. The Assembly and Senate approved their respective plans and retained the recommendations for the transportation programs.

Federal

The 33rd extension of the surface transportation reauthorization programs lasts until the end of July, which is as long as it can go without requiring additional funding to pay for the programs beyond what the Highway Trust Fund supports today. The only realistic funding source to support a long-term program is increasing a gas tax, but there is no support in Congress for that.

CAPITAL PROJECTS QUARTERLY STATUS REPORT – 3RD QUARTER FISCAL YEAR 2015

Ms. Harrington said this is the status report through March.

Public Comment

Roland Lebrun, San Jose, said the CBOSS PTC Project is maxed out at \$231 million and the Board just approved another \$5 million. He asked where the money is coming from. The Owner's Cost is \$14 million over budget, yet the budget and schedule are in green, showing no issues.

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

None

GENERAL COUNSEL REPORT

Ms. Cassman said no action is needed, so she will provide a report to the Board in writing.

DATE/TIME/PLACE OF NEXT MEETING

The next meeting will be Thursday, July 2, 2015, 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 12:08 p.m.