

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

MINUTES OF JULY 2, 2015

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

STAFF PRESENT: J. Averill, J. Cassman, D. Couch, P. Glenn, 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 10:05 a.m. and led the Pledge of Allegiance.

PUBLIC COMMENT

Roland Lebrun, San Jose, said the Federal Railroad Administration (FRA) is going to start fining railroad companies that are not compliant with the Positive Train Control (PTC) mandate. The United Kingdom is electrifying 2,000 miles of track, but the project is over schedule and over budget. The chairman has been asked to resign and was replaced by the government. This does not affect the implementation of Electric Multiple Units (EMUs) because every EMU is bi-modal.

Shirley Johnson, San Francisco Bicycle Coalition (SFBC), said 199 bicyclists were bumped. Not all bumps are reported.

Pat Giorni, Burlingame, said Dump the Pump was a successful campaign and she would like it to be successful through the life of Caltrain. She said there will be significantly fewer bumps once the Bombardier trainsets get the third bike car added.

Jeff Carter, Millbrae, said the weekend of June 27 was very busy. On Sunday, all trains at Millbrae were jam-packed. It looked like Caltrain was able to handle everyone and he said he appreciated the extra service. The Millbrae parking lot had as many cars on Sunday as a regular weekday.

Doug DeLong, Mountain View, said he was at Sunnyvale Caltrain Station this morning and he noticed that the platform surface concrete face next to the track is moving away from the rest of the platform structure. There are gaps about one-inch wide, enough so that luggage wheels, high heels, and bike tires can get caught. It will need a serious reconstruction project.

George Kranen, Belmont, said on July 1 a train struck a trespasser between Belmont and San Carlos. The radio station KQED referred to this as a train striking a pedestrian. He suggested the JPB conduct an education session for traffic reporters to inform them that anyone struck on the tracks is a trespasser and is likely deliberately trying to commit suicide. It would be helpful to public perception if they are reported as trespassers.

Andrew Boone, East Palo Alto, said he would like to use Caltrain more but the evening service is not available for visitors to San Jose. The last train leaves San Jose at 10:30 p.m. Monday through Saturday, and 9 p.m. on Sunday. He said the JPB should prioritize later service from San Jose Diridon. He said it would help the agency to video record the Board meetings.

CONSENT CALENDAR

- Approval of Minutes of May 20, 2015
- Approval of Minutes of June 4, 2015
- Acceptance of Statement of Revenues and Expenses for May 2015

Motion/Second: Nolan/Guilbault

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

CHAIRPERSON'S REPORT

Appointment of Citizens Advisory Committee (CAC) Members

Director Tom Nolan said San Francisco received 12 applications and nominated Alex Sweet to be reappointed to a three-year term, ending June 30, 2018.

Motion/Second: Nolan/Kalra

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

Chair Tissier said San Mateo County received 12 applications and nominated Chris Cobey to be reappointed to a three-year term, ending June 30, 2018.

Motion/Second: Guilbault/Gee

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

Director Perry Woodward said Santa Clara County received 13 applications and nominated Yvonne Mills to be reappointed to a three-year term, ending June 30, 2018.

Motion/Second: Woodward/Yeager

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

REPORT OF THE CAC

Chris Cobey, Chair, CAC, said at its June 17 meeting, the CAC:

- Received a presentation on the Santa Clara Valley Transportation Authority (VTA) schedule coordination.
- Received a presentation on the EMU configuration. The CAC passed a recommendation that EMUs have at least one bathroom per train set.
- Discussed the CAC Bylaws, which will be revised in July.

Public Comment

Roland Lebrun, San Jose, said there is too much emphasis on the bikes onboard coalition.

Pat Giorni, Burlingame, said there are a lot of citizens interested in how Caltrain works, which is evidence that the meetings should be video recorded.

REPORT OF THE EXECUTIVE DIRECTOR

Caltrain Modernization (CalMod) Update

Marian Lee, Executive Officer, CalMod Program, said:

- No new complaints have been received since last month associated with the installation of the Communications-based Overlay Signal System (CBOSS)/PTC. Installation is almost done on the vehicles and the wayside, including fiber and conduit. Staff is preparing for system-wide testing.
- This is a difficult and complicated process with the FRA, so staff will present the challenges of the process to the Board at an upcoming meeting.

Peninsula Corridor Electrification Project (PCEP) Quarterly Update

Dave Couch, Project Delivery Director, presented:

- Electrification infrastructure
 - Procurement milestones
 - Completed
 - Released Request for Proposals (RFP) on February 27 to prequalified proposers
 - Four amendments issued
 - To be completed
 - Amendment number 5
 - Board award contract
 - Projected delivery efforts
 - Completed
 - Tree inventory
 - Utility survey
 - In progress
 - One traction power facility option selection remaining
 - Environmental permit submittal
 - Property owners contact started in Segment 4
 - City/county agreements
- Electric Multiple Unit
 - Procurement Milestones
 - Completed
 - Board workshop – May 20
 - Released Draft RFP part one – May 20
 - Released Draft RFP part two – June 6
 - To be completed
 - Release RFP
 - Board award contract

Ms. Lee presented:

- Funding Update
 - Updated cost/schedule
 - PCEP estimates
 - 2008 - \$1.225 billion
 - 2014 - \$1.474 billion to \$1.531 billion
 - Working with funding partners to fill gap
 - Need to update the 2012 nine-party Memorandum of Understanding (MOU), which commits \$1.225 billion for PCEP

- Strategy for filling gap
 - Potential sources
 - Federal Transit Administration (FTA) core capacity
 - Cap and trade
 - Metropolitan Transportation Commission (MTC) Regional Measures 1 and 2
 - Additional JPB member agencies
 - JPB asked to consider
 - Financing
 - Fare surcharge
- Upcoming milestones
 - July to September 2015
 - Fill funding gap
 - Confirm additional commitments with partners
 - September to winter 2015/2016
 - Updated nine-party funding MOU
 - Execute agreements and commitment timed with contract awards

Public Comment

Pat Giorni, Burlingame, asked what happened with the movement of Senator Jerry Hill for a dedicated source of funding for Caltrain. Customers already pay a premium price for transportation and shouldn't have ticket surcharges. Staff should talk to legislators to get dedicated financing.

Roland Lebrun, San Jose, said the JPB should consider how it is facing electrification. The JPB should start with rolling stock to run EMUs on diesel and worry about electrification later. Otherwise, trains will just be sitting there for three years. Even with electrification, the VTA light-rail went down in one place because of a power failure and in another place because of catenary failure, and those issues took 20 hours to resolve.

Adina Levin, Friends of Caltrain, said taking on a loan that would increase the operating subsidy for each of the partners would be done without a firm commitment to pay the loan. Caltrain needs a stable source of funding. Caltrain has a fare equity issue today. The average salary for a Caltrain rider is \$130,000. She said that is not because lower-income people don't want to ride Caltrain, but because the fare structure causes that to happen.

Jeff Carter, Millbrae, said there is never a shortage of funding for central subways, Bay Area Rapid Transit (BART) extensions, or freeway expansion. If Caltrain was aggressive it could get the funding it needs. Caltrain needs to find dedicated funding.

Director Nolan asked if there will be Cap and Trade awards for Caltrain. Seamus Murphy, Director, Government and Community Affairs, said the JPB did not compete for the initial round of rail funding. It was a small total amount statewide. Staff is working with the region to find the best funding sources for the CalMod Program. The region has identified a number of priorities for the Transit Intercity Rail Capital Program, and Caltrain is not one of them. There are other funding sources Caltrain will

be competing for in the next round of the Transit Intercity Rail Capital Program that will be more substantial. There will not be a call for projects until next year. There is a letter in the reading file from Senator Hill and other senators asking the Legislature and Administration to direct more funding from the Cap and Trade Program to the Transit Intercity Rail Capital Program.

Jim Hartnett, Executive Director, said

- Special events service
 - There were 14 regular season San Francisco Giants home games in June
 - CBOSS/PTC tunnel work was conducted over a weekend. Service was stopped at the north end of the line and the bus bridge was very successful
 - June 27 and 28 included the gay pride activities, the San Jose Earthquakes at Stanford Stadium, and the Grateful Dead concert at Levi's Stadium
 - Opera at the Ball Park will be on July 3
 - Independence Day fireworks activities
 - One Direction at Levi's Stadium on July 11
- The Quint Street bridge bids have been received. Work will start in the fall.
- San Mateo bridges replacement construction work is in progress.
- San Francisco highway bridges construction work is ongoing.

AUTHORIZE APPROVAL OF THE EXECUTIVE DIRECTOR TO EXECUTE THE PROJECT LABOR AGREEMENT FOR THE PCEP AND AN MOU WITH THE INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS (IBEW) UNION, LOCAL 1245

Pat Glenn, Legal Counsel, said he has a tentative agreement with the local building trades councils. The agreement has been finalized locally and is now in Washington D.C. seeking approval of the international representatives. No one has any concern that there will be any material changes to the agreement. There is also an agreement with the IBEW, Local 1245, the union responsible for the overhead electrical systems work. Since the last meeting, legal counsel met with IBEW, Local 1245, and finalized an MOU for all the electrification systems work on the project. The benefits of the agreement are that this project will be staffed and will have an adequate supply of skilled crafts people, and that there is a guarantee that there will be no strikes, labor disputes, or anything from a labor/management point of view that will interfere with the completion or increase the cost of the project because of delays. There is also a jurisdictional dispute resolution process that has been worked out that guarantees that if there are any disputes between unions about who should perform what work, those disputes will be worked out prior to work being done and there will be no chance that the work will be delayed as a result. The IBEW and building trades will cooperate to help the JPB meet its goals for affirmative action, equal employer opportunity, disadvantaged businesses, source hiring and other concerns.

Director Malia Cohen asked for more information about the affirmative action and equal employment opportunity expansion efforts. Mr. Glenn said if the JPB determines it is not on track to meet its goals and the FTA goals, the JPB can go to the design-builders, contractors and unions to ask for their cooperation to come up with innovative ways to improve performance under that plan. If the contractors and unions cannot come up with a satisfactory plan, the JPB has the authority to require them to go into a

mediation process and have the mediator help bargain ways to help the JPB meet the goals.

Public Comment

Michael Theriault, San Francisco Building and Construction Trades Council, thanked the Board, staff and JPB legal counsel for their work on this agreement. He said every agreement has quirks, but it always goes more smoothly to approach them as a joint effort.

Motion/Second: Nolan/Gee

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

AUTHORIZE ISSUANCE OF THE EMU RAILCAR VEHICLES RFP FOR THE PCEP

Ms. Lee presented:

- Agenda
 - Board action request
 - Release EMU RFP
 - Policy direction on car shell and space
 - Staff direction on associated efforts
 - Approximately one-year process leading to today's action
 - Board action needed to meet 2020 revenue service
- Background
 - Challenges for EMU procurement
 - Will buy new electric trains
 - Trains are over capacity
 - People have long uncomfortable trips
 - Bikes are being bumped
 - Accommodating growing ridership
 - Accommodating different needs of customers
 - Accommodating future blended system
 - One-year process
 - Request for information – summer 2014
 - Public survey – fall 2014 and winter 2015
 - Common boarding height assessment and industry discussions – winter/spring 2015
 - Draft RFP (industry comments) – summer 2015
 - June JPB staff proposal
 - Car shell
 - Bi-level EMU cars can be modified to not preclude shared level boarding with California High-speed Rail Authority (CHSRA) in the future
 - Modified cars would have lower and upper doors
 - To maximize seats, only low doors used and high doors sealed until activation is warranted
 - If both lower and upper doors activated, there will be loss of seats
 - If modified cars cost more, JPB will request that CHSRA fund

- Car space
 - Overriding consideration
 - Safety
 - Balance different customer needs
 - Increase and maximize seats/standees/bikes
 - Seats/bike ratio 9:1
 - \$3 million commitment to wayside bike facilities
 - No bathroom onboard
 - Pursue station bathrooms with local partners
- Feedback Received (May/June)
 - Feedback sources
 - Elected Officials/Boards
 - JPB, Local Policy Maker Group, San Mateo County Transportation Authority (TA), San Francisco Land Use Committee, Transbay Joint Powers Authority, Diridon Station Joint Policy Advisory Committee
 - Advisory Committees/Groups
 - JPB CAC, JPB Bicycle Advisory Committee (BAC), Caltrain Accessibility Advisory Committee, San Mateo County TA CAC, San Francisco County TA CAC, City/County Staff Coordinating Group, San Francisco BAC
 - Public comments at meetings
 - Meetings with various advocacy groups
 - Email, website, social media
 - Stakeholder feedback – car shell
 - Most support modified cars that do not preclude future platforms with level boarding and that are shared with CHSRA
 - Some said modifications should be made to CHSRA cars or to station platforms
 - Most support sealing upper doors and maximizing seats until activation of the upper doors is warranted
 - Most support asking CHSRA for funding if modified Caltrain cars cost more
 - Stakeholder feedback – car space
 - Many comfortable with 9:1 seats/bike ratio onboard
 - Bike advocates not supportive of 9:1 ratio, asking for:
 - 6:1 or 5:1 ratio
 - System-wide bike access mode policy of 20 percent
 - Many support wayside bike improvements
 - Many support comfortable and safe standee space
 - Many said at least one bathroom onboard (especially for special events and unexpected incidents)
 - Draft RFP questions
 - Draft RFP issued to confirm initial information from car builders
 - Focus of questions
 - Confirm previously designed cars can be modified
 - Confirm 2020 revenue service target date can be met
 - Range of seats and bikes onboard when the 9:1 ratio is applied

- Feasibility of adding one bathroom per train
- Bike storage configuration assumptions, real-time bike storage availability, and concepts to move between middle and lower levels
- Industry response
 - Five car builders responded
 - Key findings
 - Two confirmed ability to meet 2020 revenue service
 - Three said delivery of cars could take six months longer
 - Three estimated additional cost for modified car of 3 to 5 percent
 - Bike-related information
 - Access between levels with ramp adjacent to stairs
 - Real-time bike storage information research and development effort
 - Additional information not known until design
 - Number of seats and bikes onboard
 - Bike area configuration
 - Specifics about Americans with Disabilities Act (ADA) bathroom internal and external access
- Proposed Board Action
 - Updated staff recommendations
 - Authorize issuance of RFP
 - Approve the following policy direction:
 - Obtain prices for two car options (original and modified)
 - For modified car, keep upper doors sealed to maximize seats and activate when warranted and request funding from CHSRA if additional cost
 - Design EMUs to enhance safety and comfort of standing passengers
 - Maintain bike/seat ratio of 9:1
 - Include one bathroom per train
 - Direct staff to take the following associated actions
 - Modernize wayside bicycle facilities
 - Explore feasibility of station bathrooms

Ms. Lee said it is clear from the bike community that the 9:1 ratio is less than what they want. The \$3 million commitment for modernizing wayside facilities is a meaningful amount of funding, but staff could not get commitments to fund \$3 million since the last Board meeting, so the new commitment in the resolution is watered down to read "modernize wayside bicycle facilities." The bike community would like the \$3 million commitment. The bathroom recommendation went from zero to one. The CalMod delivery team would like to provide certainty to the car builders as soon as possible.

Chair Tissier asked what funding figure staff was able to come up with since they were unable to come up with \$3 million. Ms. Lee said staff thinks they can come up with \$3 million by looking at existing sources from counties and the project budget. She thinks it is a reasonable amount, but could not get a firm commitment.

Chair Tissier asked if the MTC could be a resource. She said she would like to keep in the goal of \$3 million to help ensure a balance. She said it is easier to take seats out than to add seats back in, so even if the ratio stays at 9:1, the ratio can be changed at a later date if the need was there. Ms. Lee said that is what staff has been doing with the current system.

Director Woodward asked if the RFP could be sent out with bathrooms as an alternative to get the cost difference between having one bathroom per trainset and no bathrooms. Ms. Lee said yes, and that one bathroom for every six cars will not be a meaningful amount in terms of cost. It will cost more, but since the JPB is procuring 96 cars, the cost will not be significant. There are ADA access challenges, and the RFP responses could provide more specificity as to what those challenges are.

Director Nolan said he feels it would be better to not have bathrooms on the trains and instead to make a strong commitment to build wayside facilities at the busiest stations. ADA is a very important part of this decision. If someone in a wheelchair had to go through several train cars in order to get to the car with the bathroom that would not be equal access. These laws will be tightening up in the future. Many other trains in the region don't have bathrooms onboard. These EMUs are not going to be here for three years, and in the meantime the current trains will still have bathrooms and that will give staff time to find money for wayside improvements. He said he would be willing to improve the ratio of bikes to seats.

Director Ash Kalra said the cost differential between the cars with more doors is 3 to 5 percent and the JPB could seek the difference in cost to be paid by the CHSRA. He asked what the likelihood is of CHSRA paying the difference. Ms. Lee said the two options will be in the RFP and when the JPB receives the bids, the two prices will be known. When the Board decides which option to go with, the Board will know the exact cost and whether CHSRA will pay for the difference.

Director Kalra said it takes one hour to go from San Jose to San Francisco and asked how long it will take in 2020 after electrification. Ms. Lee said that once Caltrain is fully converted to 100 percent electric cars, the trip could take 45 minutes if a Baby Bullet had the same station stops as today.

Director Kalra said common trips on BART are from Fremont to San Francisco, which takes 50 minutes, Pittsburg to San Francisco, which takes 50 minutes, and Dublin/Pleasanton to San Francisco, which takes 49 minutes. Some trips are longer. He said he hesitates to put bathrooms on the trains and would instead rather have long-term solutions such as wayside facilities. It is not uncommon for trains of this kind that provide relatively short regional trips not to have bathrooms because of the dramatic loss of seats, ADA issues, and the negative impact on the bike-to-seats ratio. The cost savings of not having bathrooms on the trains could potentially be used to create permanent restrooms at some of the stops. He said he would like to know the cost to get more bike storage at stations. He would like to meaningfully enhance bike storage capacity and the bike mode access policy, and staff should try everything possible to find funding and not rely only on the JPB partners because they may not have it. He would like to look at advanced technology to help determine available onboard bike capacity and potentially create more capacity without creating more space.

Director Cohen said she is interested in seeing the RFP with two options: one with and one without a bathroom per train. If there is a restroom on the train and there is a person in a wheelchair, that person's ability to go through cars to get to the car with the bathroom is impaired, whereas if the bathrooms are at the stations, everyone has an equal opportunity to get to the bathroom. There should be a plan in place to keep station bathrooms clean, safe, and meet ADA requirements.

Director Ken Yeager said he prefers the RFP with the option to have a bathroom so the Board will know what the overall cost is. He would like to know which cities are hesitant to have restrooms at stations and what their concerns are. It is to the advantage of all cities to have restrooms at stations for residents or workers, so he would like to listen to the cities' arguments. He would like to engage some of the big companies along the Caltrain right of way to help fund wayside facilities because of his concern with the JPB partners having to come up with the entire cost. Some of the companies are wealthy and benefit from Caltrain, so it would be nice to engage them on that issue. He asked what the current ratio of bikes to seats is. Ms. Lee said it is 1 to 10.

Director Yeager asked what effect is for 1 to 8 and how staff arrived at a 1 to 9 ratio. Ms. Lee said the 1 to 9 ratio reflects what the ratio will be when the Metrolink cars are converted to bike cars. She said with the range of 1 to 8, staff would not be comfortable saying that there would be an increase in seating capacity from today, so there is a meaningful difference between 1 to 9 and 1 to 8.

Director Yeager said seats could be removed in future if the demand for bicycles increases in the future. Ms. Lee said yes and the RFP could include that statement so the car builders would build the cars with that flexibility.

Director Rose Guilbault said she would like both options in the RFP. She would like to explore options for adding bike capacity by being able to take seats out if needed.

Director Jose Cisneros said he would like to be clearer on a target for wayside improvements for bikes. He supports keeping in a \$3 million commitment in the resolution. If any dollar amount is left out it is confusing and uncertain to the community. It has been a missed opportunity that more has not been done on the wayside to support the riders. He supports including the flexibility in the RFP for being able to remove seats in the future to increase bike capacity or to increase standee space, which would increase general ridership capacity. The top priority is to maximize capacity. He supports having no bathrooms onboard because they reduce onboard capacity. There are alternatives, such as having bathrooms at more stations or temporary facilities at stations for events. He asked what the risks are by issuing an RFP with both options. Ms. Lee said it could delay the policy decision.

Public Comment

Roland Lebrun, San Jose, said his letter to the Board includes six configurations for the trains. He said the people in Silicon Valley work on Caltrain with laptops.

Jim Bigelow, Redwood City/San Mateo County and Menlo Park Chambers of Commerce, said the minimum recommendation on the bikes to seats ratio should be 1

to 9. If there will be no bathrooms on trains then there should be one at each station. Staff should look at the cost of having one at each station versus one on each trainset. It would be good to survey bike riders to find out how long people ride their bike to and from the Caltrain stations. He said \$3 million is an absolute minimum for wayside facilities, but \$5 million would be better.

Bob Mack, Cycle California! Magazine, said 9 to 1 is not going to meet the demand for 2020 and should be 5 or 6 to 1 with the ability to grow, including the option to add cars for longer trainsets.

Hans Nielsen, San Francisco, said bringing his bike on the train is important to him. Caltrain is reaching capacity. The 9 to 1 ratio is not a future proof ratio and 6 or 5 to 1 should be looked at.

Herb Borock, Palo Alto, said a way to maximize ridership is to motivate bike riders to use folding bikes that fit under their seats.

Jeff Carter, Millbrae, said he supports the option to remove seats to increase bike capacity and he supports improvements to wayside bike storage. He said there should be one or two bathrooms per train. Some people will relieve themselves on the train if there is not a bathroom.

Andy Chow, Redwood City, said he supports the staff recommendation on the high door designs. Once the price is known, both sides can figure out what choices they have. He said 9 to 1 is a good starting point. Wayside investments would be a cost effective way to increase bike capacity.

Elliot Lash, Redwood City, said it is important to realize 9 to 1 is not adequate for the current ridership and in the future the expectation is bike ridership will increase up to 20 percent. The JPB should commit to get cars off the road and reduce global warming emissions by increasing bike capacity.

Janice Li, SFBC, said she is disappointed that the RFP reflects no changes to today's bike capacity, even though paying customers are routinely left behind. She urged the Board to revise the RFP and the estimate for wayside improvements.

Shirley Johnson, SFBC, said the successful future of Caltrain means more railcars. The EMU on a longer train has a 1.2 load factor and 16 percent of riders bringing a bike onboard, which is a 5 to 1 ratio.

Bianca Morales, Redwood City, said if she couldn't bring her bike onboard, she would not be able to work at her current job. She consistently shifts her schedule to be able to ensure she does not get bumped. She hopes Caltrain continues to support daily commuters. She said the Board should determine what percentage of commuters would benefit from bike storage, because it only helps people who live and work within one to two miles of the Caltrain stations, which is a small percentage of bike commuters.

Peter Colijne, San Francisco, said the 9 to 1 ratio is insufficient because people are already being bumped. The proposal for wayside improvements is not fleshed out and it only helps people who do not need a bike on both ends of the commute. Bike share is not practical for that many people.

Christine Ryan, San Francisco, asked the Board to consider increasing bike capacity whenever and wherever possible.

Christine Windsor, San Francisco, said bike ridership is growing faster than non-bike ridership. It is prudent to plan for the increase in bike ridership. Wayside facilities are not practical for most bike riders.

Emma Shlaes, Silicon Valley Bicycle Coalition, asked for an increase in onboard bike capacity. She has collected 155 signatures supporting the recommendations in her letter to the Board. She asked the Board to commit to fully fund a robust bike parking program.

George Kranen, Belmont, said bathrooms should be in the access cars to alleviate ADA concerns. He said that BART and Caltrain station restrooms are pungent and that they are not maintained. He asked why the Board would recommend adding more toilets at more stations if the existing bathrooms are not maintained.

Adina Levin, Friends of Caltrain, said she urges the Board to keep one bathroom on each train. She asked what the cost to build and maintain bathrooms would be. She said that bathrooms on trains are needed for the old, young, special events, and emergencies. She said \$3 million is not enough to accommodate the 20 percent of passengers who are bike riders. She supports getting a full estimate to accommodate the greater number of people who are using wayside facilities.

Pat Giorni, Burlingame, said Caltrain should get bathroom kiosks because they are self-maintained. She supports wayside facilities for bikes. She said the JPB should tell the Bay Area Air Quality Management District that Bike Share does not work along the Caltrain corridor, except in San Francisco and San Jose, and the money for that program should be used for electronic lockers.

Director Woodward left at 11:57 a.m.

Andrew Boone, East Palo Alto, said planning the future for the same amount of bike space as today does not make sense. There is not adequate bike parking and \$3 million is not going to be enough for wayside improvements.

Greg Conlon, Atherton, said there are no cost determinations in these decisions. If the costs were known, it would be easier to make decisions. The private sector could come up with alternatives. The Board should concentrate on cost.

Mark Harnett, Belmont, said conductors should give out \$100 gift certificates to any bicyclist who is bumped to subsidize the cost of a folding bike or free membership in Bike Share.

Chair Tissier said people are saying the current ratio is not enough. She asked if capacity will increase with electrification. Ms. Lee said the ratio today without the Metrolink bike cars is 10 to 1. With the Metrolink cars that will be converted to bike cars, the ratio will be 9 to 1. When the EMUs come in, if the ratio was 9 to 1, both the bike and seat capacity will increase per train because the hourly service will increase. If the ratio is 8 to 1, she has reservations about saying the seats per train will increase. The ratio of 9 to 1 versus 8 to 1 is the tipping point.

Chair Tissier said the Board needs to know the costs for bathrooms and the Board needs to commit a minimum \$3 million for wayside improvements and figure out how to get the funding later, perhaps by bringing in the private sector or through advertising. If the capacity stays at 9 to 1 for now, Caltrain can get a better ratio in the future if the need is really there by removing seats, but the flexibility needs to be there. It would be better to build in flexibility than to lock the train into something that may result in bumping passengers because bike capacity is not actually needed. Wayside improvements would add to the balance of the system.

Director Jeff Gee said some decisions don't have to be made today. The number one issue is making sure the RFP is very clear, straightforward and gives flexibility. He wants to make sure the opportunities for a bid protest are very small because a bid protest would push revenue service back to 2022 or 2025. The Board needs alternates and unit prices. He is supportive of the options without a restroom and the option with one restroom per train set, and he supports finding the unit price per car. By 2020, Caltrain might need a seven- or eight-car trainset to make things work and to address capacity. He is supportive of having one toilet per train set. He advocates giving staff and counsel the direction to provide for alternates, for unit prices, and to keep the procurement simple, so that the opportunity for bid protests is as remote as possible. That would allow for the highest degree of chance of meeting the 2020 revenue date. The JPB doesn't know which train manufacturer it will be working with. For wayside improvements, the JPB will have to look to regional partners, cities, and public and private partners, because the JPB cannot afford the cost by itself.

Director Nolan said there's no way around the ADA question if there is one bathroom on each train. He would like no bathrooms on the trains, but have wayside restrooms tied into the wayside improvements commitment, at least at some of the major stations. He said he would be okay with going with an 8 to 1 ratio on seats to bikes. Director Nolan said he would make a motion that the RFP does not include a bathroom on each train.

Chair Tissier said the items in the resolution will be taken one at a time. The first item in the resolution is that staff will obtain option prices for vehicles with two different door designs. She asked if the Board is okay with this item. The Board members did not object.

Chair Tissier said the second item is to design EMUs to enhance the safety and comfort of standing passengers. She asked if the Board is okay with this item. The Board members did not object.

Chair Tissier said the third item is the ratio of nine seats for every one bike space. Director Nolan said he would like that to be 8 to 1.

Director Guilbault asked if 8 to 1 is possible when staff recommended 9 to 1. Mr. Hartnett said yes it could possibly be done. The 9 to 1 ratio is a thoughtful recommendation based upon the existing capacity and the increased capacity when the additional Metrolink cars are converted to bike cars. It is the belief that if the ratio is changed to 8 to 1, the number of seats will probably not be increased. The goal was to increase seats, and the best staff can tell is if the ratio drops from 9 to 1 to 8 to 1, the amount of seats may not increase.

Director Cisneros said with the added service after electrification, keeping the ratio at 9 to 1 would result in increased capacity for bikes and seats. Since Caltrain is turning away people with bikes today but not non-bicyclists, he would be supportive of putting more of an increase on bike capacity, so he supports the 8 to 1 ratio.

Chair Tissier said she wants to get to the lower ratios over time, but if the Board kept the 9 to 1 in the RFP and asked the manufacturers to build in flexibility to easily remove seats in the future if needed, she would be happy to keep the 9 to 1 ratio in the motion.

Ms. Lee said the 9 to 1 ratio assumes that bike storage will be configured the same way it is now. The car builders may be more or less efficient. The translation of bike space today might be different in the EMUs. She said when the upper doors are activated, seats will have to be removed and other things will have to change. The hardest thing to change would be the bathrooms if they are added to the trains. Seats and bikes and other components will have to be flexible.

Director Guilbault said she is concerned about making decisions without having all the information. She likes the concept of flexibility. She would like to know what all the costs are to make the decisions. The decisions today are just for the RFP, so she would second the motion to keep the 9 to 1 ratio with added flexibility in the RFP.

Director Kalra said he agrees that more information is needed, but he agrees with the commitment to move towards a better ratio for bike capacity. He said it is the Board's goal to increase capacity all around, but he wants to make it clear that the Board commitment today is to increase bike capacity more than the staff recommendation of 9 to 1.

Director Yeager said the Board could wait until the JPB knows who will get the bid and see what the bike storage configuration might be. He said he agrees to make the commitment to keep ratio as good for bikes as possible. The Board does not have to decide today what the ratio is, but it is their commitment to keep it as low as possible. Ms. Lee said it would be helpful to provide a ratio as a starting point and general direction with the prerogative to change it later. She said that parameters on allocating the space have to be set.

Motion to keep the 9 to 1 ratio with flexibility in the RFP to make the ratio better in the future.

Motion/Second: Tissier/Guilbault

Ayes: Gee, Guilbault, Tissier

Noes: Cisneros, Cohen, Kalra, Nolan, Yeager

Absent: Woodward

The motion did not pass.

Motion to make the ratio 8 to 1.

Motion/Second: Nolan/Yeager

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

Absent: Woodward

Chair Tissier said the fourth item is the ADA bathrooms. Mr. Hartnett said the RFP can ask the car builders to plan the EMUs with no bathrooms or plan the EMUs with one bathroom per train set, with the alternative of no bathrooms to get a cost comparison. He said there would not be only a cost comparison; there are a lot of other dynamics to consider.

Motion to issue the RFP for the EMUs to have no bathrooms with the alternative option of one bathroom per train set and to look at ADA compliance issues, cost issues, and any implications on the seating and bicycle space issue.

Motion/Second: Kalra/Gee

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

Absent: Woodward

Chair Tissier said the other items discussed were the recommendation to set a minimum goal of \$3 million for wayside improvements and the feasibility of station bathrooms. Ms. Lee said one is a policy decision associated with the EMU procurement. There is also staff direction related to associated effort and funding and resource needs outside of the \$1.5 billion program.

Director Gee asked if the RFP is asking for unit prices for additional cars, because it should be in the RFP. He said six-car trains are probably not going to be enough.

Director Nolan said if the Board does not include something about wayside activities, the Board will not get any information and won't know what to do. It is very important to get it all at once. Ms. Lee said staff will get that information, but there is no funding for wayside bathrooms in the program.

Director Nolan said it is his intent to include an aspirational commitment by the Board to make the wayside improvements happen because the wayside facilities should be in place before the EMUs arrive. Chair Tissier said staff will conduct research about the wayside improvements and will provide that information to the Board, but the dollars are not in the current budget. The action the Board wants is for the staff to find out the costs of wayside facilities, so that decisions can be made at the same time.

Joan Cassman, Legal Counsel, asked if the Board wants a dollar amount to be added back into the resolution for wayside improvements. Chair Tissier said the Board would like to encourage staff to find the \$3 million or more. The money still has to be found, but ought to be an aspiration.

Director Gee said a minimum of \$3 million should be in the resolution.

Motion on resolution with all the amendments.

Motion/Second: Nolan/Gee

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

Absent: Woodward

AUTHORIZE ENTERING INTO AN AGREEMENT WITH THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY TO REIMBURSE UP TO \$1 MILLION IN JPB COSTS FOR THE BLENDED SYSTEM STUDY WORK

Chair Tissier said a member of the public would like to comment on this item.

Public Comment

Roland Lebrun, San Jose, said the issue is what to do with the \$1 million. The EMU procurement was a mess, and the same people will be working on the blended system, and the result will be the same. He recommended the Board revisit the actions over the last year and find out how many millions of dollars were wasted on the EMU procurement with the CHSRA, then ask the CHSRA for a refund, and then start the discussion on the blended system or find a different team that knows how to implement a blended system.

Motion/Second: Yeager/Gee

Ayes: Cisneros, Cohen, Gee, Guilbault, Kalra, Nola, Yeager, Tissier

Absent: Woodward

Directors Yeager and Cohen left at 12:31 p.m.

KEY CALTRAIN PERFORMANCE STATISTICS – MAY 2015

Chuck Harvey, Deputy CEO, said:

- Key Caltrain Performance Statistics May 2015 compared to May 2014
 - Monthly Performance Statistics:
 - Total Ridership was up 4.6 percent.
 - Average Weekday Ridership was 61,054.
 - Total Revenue was \$7.4 million, up 9.2 percent.
 - On-time Performance was 89.7 percent, but for trains arriving within 10 minutes of scheduled time was 96 percent, which is indicative of crowds and other issues.
- Caltrain carried almost 12,000 additional riders for the gay pride events, and 14 extra trains were run on each day.
- All Metrolink cars to make up the six-car consists are operating, so there are five Bombardier train sets that are running as six-car trains. The next focus is to convert the bike cars and lengthening some Gallery trains to six cars to add capacity.

Director Kalra left at 12:33 p.m.

Public Comment

Shirley Johnson, SFBC, requested the Key Performance Statistics report include the bump count since Caltrain has a bump form and produces bump counts. It is an important metric that will help decide the design of the future cars.

LEGISLATIVE UPDATE

No report.

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

None

DATE/TIME/PLACE OF NEXT MEETING

The next meeting will be Thursday, August 6, 2015, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

GENERAL COUNSEL REPORT

Ms. Cassman said she will provide the Board a written report.

Adjourned at 12:35 p.m.