

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

MINUTES OF JANUARY 7, 2016

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

STAFF PRESENT: J. Averill, M. Bouchard, J. Cassman, J. Castaneda, G. Harrington, J. Hartnett, C. Harvey, M. Lee, A. Ly, M. Martinez, N. McKenna, S. Murphy, M. Simon, S. van Hoften

Chair Adrienne Tissier called the meeting to order at 10:04 a.m. and led the Pledge of Allegiance.

SWEARING IN

Martha Martinez, Executive Officer, District Secretary/Executive Administration, administered the Oath of Office to Raul Peralez representing the Santa Clara County Valley Transportation Authority (VTA) and Joël Peralez representing the San Francisco Municipal Transportation Agency.

Mr. Peralez said he is a council representative for the city of San Jose in District 3. He is a lifelong San Jose resident and went to San Jose State University. He was a San Jose police officer for eight years.

Mr. Ramos said it is a privilege to serve on this Board. He has been on the San Francisco Municipal Transportation Agency for four years and has worked in the field of policy advocacy and urban and transportation planning for about 10 years. He works at a nonprofit organization called TransForm.

REPORT FROM NOMINATING COMMITTEE

Election of 2016 Officers

Director Ken Yeager said the nominating committee nominated Director Perry Woodward as chair and Director José Cisneros as vice chair.

Motion to close nominations.

Motion/Second: Yeager/Cohen

Motion/Second: Yeager/Cohen

Ayes: Cisneros, Cohen, Gee, Guilbault, Peralez, Ramos, Tissier, Woodward, Yeager

PUBLIC COMMENT

Roland Lebrun, San Jose, thanked the crew of Train #233 for allowing passengers to board the train at Tamien. He said an incident occurred on December 28 when a train impacted debris on the tracks and the train lost complete power. The crew off-boarded everyone after 30 minutes, so the reaction from staff improved. He said the board meeting materials for meetings prior to January 2014 have been removed from the website and he would like the Board to address this. In the next few months, people

will start learning lessons about what happened with the Communications-based Overlay Signal System (CBOSS) because if they don't, the same situation will repeat itself with electrification.

Jeff Carter, Millbrae, said in prior years on Martin Luther King Junior Day, the Bay Area Rapid Transit (BART) Millbrae Station gets locked up preventing easy access to early morning trains. People have to go around the fence in order to get to the northbound platform. He hopes Caltrain will communicate to BART to keep the gates open.

Adina Levin, Friends of Caltrain, said the SamTrans Board approved a study accepting \$1 million from Facebook to review the potential for renewed transportation on the Dumbarton corridor. If the study turns up feasible things that contribute to regional transportation network there may be opportunities to pursue.

CONSENT CALENDAR

- a) Approval of Minutes of December 3, 2015
- b) Acceptance of Statement of Revenues and Expenses for November 2015
- c) Authorize Filing of Applications with the Metropolitan Transportation Commission (MTC) for Programming of Federal Transit Administration (FTA) Formula Funds for the Caltrain Systemwide and Rolling Stock State of Good Repair Projects and Commit \$2,836,816 in Local Matching Funds
- d) Authorize Filing of Applications to the California Governor's Office of Emergency Services to Receive \$939,246 in State Proposition 1B Transit Security Grant Program Funds for Transportation Security Projects

Motion/Second: Tissier/Cisneros

Ayes: Cisneros, Cohen, Gee, Guilbault, Peralez, Ramos, Tissier, Yeager, Woodward

CHAIRPERSON'S REPORT

No report.

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)

Customer Service on Caltrain

Jonathan Berk, CAC Member, said the CAC has been frustrated for two years with the level of customer service on Caltrain. The CAC passed a motion at the last meeting that reads, "The current level of customer service on Caltrain is unacceptable." There is a historic opportunity to fix the endemic problem where the customers are not represented. There is a new director of operations and whenever new people come into an organization it is much easier to make changes. The timing is important to get these issues fixed. Organizationally, within Caltrain, there needs to be responsibility at a high level for customer service, and that person has to have a lot of power within the organization so the customers can be represented. This is not a comprehensive list of unacceptable customer service issues:

- There has been a steady increase in Caltrain users, but the system has no plan to deal with increases until electrification.
- The CAC has repeatedly asked for new schedules for expanded express service, but have been told it is not going to happen.
- There is no plan in place deal with emergencies. Emergencies are dealt with by the seat of the pants. There is no time to think during

emergencies, and the reactions are not optimal. Caltrain needs a complete emergency plan.

- Trains are not labeled. A photo was shown of Train 269 at a station, but the Predictive Arrival/Departure System (PADS) does not have Train 269 displayed on it. The only identification of the train is the number 69 on the front of the train. The PADS board does not label the trains by where they are going, only by train number. There is space on the board to run the destination stations so customers can see where the train is stopping.
- There have been complaints about Giants baseball trains because fans are loud. The fix is to have quiet cars. The CAC was told conductors don't have time to police quiet cars, but the CAC believes they are self-enforcing.
- There is no Wi-Fi on trains. This should not be a budget item because Caltrain can charge for it.
- On-time performance of the system is in serious decline.

Michelle Bouchard, Chief Operating Officer, Rail, said staff concurred with the CAC's broad assessment that more attention needs to be paid to the customer experience. The type of customer that rides Caltrain demands and deserves it. Staff is in agreement that the transition with the new executive team provides an opportunity to re-baseline the expectation and redouble the efforts to provide a better customer experience. Staff has been meeting over the last few weeks and has established a Customer Experience Taskforce, co-led by her and Seamus Murphy, Chief Communications Officer, and consisting of a group of people, including staff from Transit America Services, Inc. (TASI), who are dedicated to representing the customer and will be focusing on identifying projects and programs that improve the experience for Caltrain customers. Staff has developed a short- and long-term work plan that will be refined and includes three general focus areas: service provision and performance, conductor training and customer information, and incident response. The task force is starting to deliver better customer information when incidents occur on the right of way. As part of the short-term work plan, staff is looking at developing a customer experience survey. Staff needs to understand from a broader perspective what customers are looking for and what they value in the customer experience. Many of these items require financial resources that have to be balanced with the competing needs of the railroad. In order to bring more visibility to the issue, staff is proposing to revise the performance report to include metrics and information to provide a more transparent understanding of Caltrain performance and customer satisfaction. Staff hopes to roll this out in late spring.

Director Malia Cohen asked if the simple suggestion of changing the content of information on the PADS can be implemented immediately. Ms. Bouchard said it is challenging because the information board is patched into the dispatch system so the change would have to be addressed with the vendor, which staff plans to do. Staff worked very long and hard to develop the PADS system as it is. It is not as simple as typing things into a computer.

Director Cohen said when the vendor's contract is up for renegotiation it may allow staff to look for another vendor that would be able to allow this level of flexibility or the current vendor could accommodate the request. She asked why trains are not

labeled. Ms. Bouchard said majority of fleet is from 1985. The identifying numbers are on two steel plates and the numbers get changed for every train. That is the only place with any designation. In the future every Electric Multiple Units (EMU) car will have a digital sign.

Public Comment

Jeff Carter, Millbrae, said he has been around the train for over 35 years and they used to label smoking cars. It should not be a problem to put a label on quiet cars. When the trains were originally purchased there weren't going to be train numbers on the train until the CAC complained. On September 25 the train hit a vehicle at Broadway leaving 900 people stuck on the train without electricity or air conditioning. This is not acceptable. The customer should be number one. Another incident occurred on December 7 at 22nd street. Customers were directed to the wrong track.

Vaughn Wolffe, Pleasanton, said in 1985 he was on the California State Department of Transportation (Caltrans) CAC. The Gallery cars that Caltrain has now were coming to be delivered and assembled. All the things that were requested by the CAC in their report are things that have been requested by CACs every five or six years for the last 30 years. He said Caltrain should get to electrification first because it is hard to update a 21st century railroad with 19th century material. Wi-Fi must be on new electrified trains. One big advantage of trains over other modes of transportation is Wi-Fi and a place to sit. He said the Board should concentrate on electrification, getting more cars than projected and Wi-Fi.

Doug DeLong, Mountain View, said he has a contrary view on these matters. Anyone who needs to be connected has a data plan on their cell phone. Wi-Fi is yesterday. Trying to get Wi-Fi on the public vehicles is just a way for people to get free data. The most central issue for customer service is if the train has the capacity to get customers where they need to go. Staff is getting a political message that the current schedule is untouchable. Staff should come up with a different schedule that is simpler so it is easier for people to understand what trains go where. There are two dozen different station stop patterns. If staff got the political latitude to consider schedule changes it would be a positive thing before electrification.

Roland Lebrun, San Jose, said customer experience is seats and trains that run on time. The trains are now 30 years old. There is no way that TASI could deliver the kind of service that is needed with the current rolling stock. Electrification will do nothing. He has been asking for the numbers of seats Caltrain will get with electrification. He said there will be fewer seats than there are now after the \$2 billion investment. Capacity is measured by the number of seats per foot of platform. The platforms are 700 feet. Customers need trains that are electrification-ready and they need them now.

Adina Levin, CAC Member, said staff initially told the CAC there will be no other schedule changes over the next five years other than tweaks to arrival times. Friends of Caltrain got dozens of suggestions for schedule tweaks that could add baby bullet or express trains. Staff said they are looking at the list of suggestions. These changes could help with capacity.

REPORT OF THE EXECUTIVE DIRECTOR

Update on Super Bowl 50 Transportation Planning

Chuck Harvey, Deputy CEO, Organization Support/Special Projects, presented:

- Caltrain will run six-car trains the weekends of January 30 and February 6 to increase capacity.
- Enhanced Safety Measures
 - Increased patrols throughout the system
 - Regular sweeps of high visibility locations
 - Communication of National Football League (NFL) bag policy to customers
 - Pre-inspection of every train departing San Francisco on Super Bowl Sunday
 - Participating in multi-jurisdictional law enforcement planning task force
 - Increased use of K-9s for system-wide inspections
- Event preparation
 - All staff time off cancelled
 - Additional Transit America Services, Inc. staff brought in to support operations and maintenance activities
 - Standby maintenance teams to address equipment malfunctions
 - Preventative pre-event maintenance
 - Station brightening and cleaning at San Francisco, Millbrae, Redwood City, Palo Alto, Mountain View, Santa Clara and San Jose stations
- Communication
 - Participating in region-wide Super Bowl informational planning effort
 - Using hashtag campaigns across Twitter, Facebook and Instagram #SB50
 - Staffing joint information center in Santa Clara
 - Targeted digital and print advertising efforts
 - Paid social media campaign
 - Outreach to local tourism organizations and area hotels

Mr. Murphy presented:

- Customer Communication
 - Onboard take ones and brochures
 - Conductor announcements
 - Website information
 - Platform announcements
 - Use of visual messaging system on platforms
 - Expanded hours for customer service representatives and social media officer
 - News releases
 - Social media
- Ambassadors
 - Customer information ambassadors at San Francisco beginning January 30 and at Millbrae throughout the week prior to Super Bowl 50
 - More than 122 shifts scheduled throughout the week beginning January 30
 - Targeted locations include San Francisco, Millbrae, Redwood City, Palo Alto Mountain View, Santa Clara and San Jose stations

- Created a “train the trainer” program to rollout conductor information
- Fares and Parking
 - Customers may use all forms of regular fare media throughout Super Bowl 50 week
 - New Joint Caltrain/VTA Levi's Stadium Tickets sold at ticket vending machines
 - For Super Bowl Sunday, only customers holding a special VTA light rail ticket will be allowed to board Levi's Stadium-bound trains
 - The joint VTA mobile application ticket will be accepted on Caltrain
 - VTA capping the number of tickets sold at 12,000
 - Due to anticipated demand, parking at all Caltrain lots will be increased to \$20 on February 7 only

Mr. Harvey presented:

- Bus Contingency Plans
 - SamTrans bus service into San Francisco during Super Bowl 50 week not directly impacted by street closures
 - Staff will be monitoring loads and adding bus tripper service if additional demand requires
 - Traffic conditions and delays of bus service will be monitored daily by SamTrans Bus Operations Control Center
- Super Bowl Sunday
 - VTA will be staging contingency bus fleets at Mountain View and Santa Clara County to address any light rail service interruptions
 - In San Mateo County, SamTrans will have a fleet of articulated buses, drivers, and field supervisors staged in South San Francisco and San Carlos to respond to any Caltrain Service interruptions
- Budget
 - Super Bowl Host Committee and NFL are not reimbursing local transit agencies for related expenses
 - Staff is establishing budgets for Transit America, Inc., the Transit Police, ambassadors, communications and all other related expenses
 - Final accounting of all Super Bowl 50 expenses will be prepared
 - Peninsula Corridor Joint Powers Board and SamTrans budgets have operating budget capacity to fund Super Bowl 50

Director Tissier asked if Caltrans will put signs up on the highway. Mr. Harvey said yes, Caltrans and the California Highway Patrol will be monitoring traffic levels and message signs. The public's behavior can't be altered but they will see the level of congestion in city and make choices based on that. Highway 101 will get very heavy on the event days.

Director Jeff Gee asked Mr. Harvey to talk about tabletop exercises and the emergency response plan. Mr. Harvey said the exercises for this event are not centered around a service interruption, but they are done with law enforcement agencies and the Department of Homeland Security and focus on crowd control and unattended bags. There is a lot of work being done about how to manage those situations. The normal bag policy for NFL games is that attendees must use clear plastic bags to bring their personal things into the stadiums, and the NFL offers a bag check for other items or

bags that are not clear. The bag check will not be allowed for the Super Bowl, so attendees who bring bags that are not see-through will have to abandon their property in order to get into the stadium.

Director Ramos encouraged staff to create a twitter handle specifically for this event that people can start to use now to help with communication. Handles that are created for a specific day get minimal use, but a marketing opportunity can be created with a twitter handle that builds up excitement and slowly gets the word out about transportation. He said the best ambassadors will be regular riders, and if they are clued in, they will be most eager and able to help other passengers. Mr. Murphy said staff will bring it up at the next joint meeting.

Director Yeager said staff does what they can to minimize trespasser fatalities, but this would be key on Super Bowl Sunday as well. He asked if there will be more monitors around certain portions of the right of way. Mr. Harvey said law enforcement and personnel will be all over the system.

Marian Lee, Chief Officer, Caltrain Planning/CalMod Program, said:

- CBOSS/Positive Train Control
 - Hardware installation activities are nearly complete along the corridor with the exceptions of fiber optic cable work in San Carlos and various punch list items.
 - Installation of equipment on the vehicles is complete.
 - Software testing and overall testing on the corridor is continuing.
 - No new complaints have come in since the last update.
 - Staff will return in February with a comprehensive update on the testing process.
- Peninsula Corridor Electrification Project
 - The team is focused on progressing the procurement of the Design Build electrification infrastructure and electric vehicles contracts to be awarded.
 - Proposals on the EMU Request for Proposals will be received next month.
 - The best and final offer negotiations process is ongoing with the three shortlisted proposals on the electrification infrastructure contract.
 - In parallel with the procurement efforts, staff is continuing to work with funding partners. Staff has not shored up the additional commitments needed for full funding.
 - There are significant administrative efforts continuing with obtaining a meaningful amount of the \$400 million to complete the funding plan.
 - Next month the project delivery director will provide a quarterly update.
- High-speed Rail (HSR) Blended Planning
 - Last year, the California High-speed Rail Authority (CHSRA) conducted several kickoff meetings for their planning and environmental process for the blended system. There are additive improvements beyond the electrification project needed to support HSR service. Those improvements will need community discussion and environmental clearance.
 - Starting this year staff has asked the Local Policy Maker Group, a group composed of 17 members, mostly elected officials, from each of the cities

and the three counties impacted by the blended system and electrification project, to get involved. Staff has proposed this group meet every month with CHSRA meetings on the odd months and Caltrain meetings on the even months. Input from these meetings will be presented to the JPB to help deliberations in policy matters.

Mr. Harvey said MV Transportation operates a number of shuttles from employer centers to Caltrain. Recently the Teamsters that operate these shuttles for MV voted to authorize a strike. Federal mediators have been brought in to help both parties find a middle ground to settle.

Jim Hartnett, Executive Director, said:

- The Annual Passenger Counts start February 19 and are expected to be completed by March.
- Bombardier cars are being refurbished. All five six-car trainsets will have a third bike car by March to increase bike capacity to 72 bike spaces from 48.
- Special event service:
 - San Francisco 49ers games saw a reduction in ridership
 - The Pac-12 Championship game at Levi's Stadium attracted a few thousand riders
 - The Martin Luther King Junior Celebration Train, sponsored by Pacific Gas and Electric and hosted by the Northern California Doctor Martin Luther King Junior Community Foundation, will run on January 18th
- Capital projects underway include:
 - Quint Street Bridge Replacement Project
 - San Mateo bridges replacement
 - San Francisco highway bridges
 - Los Gatos Bridge replacement
 - VTA Light Rail Efficiency Project
 - San Mateo 25th Avenue Grade Separation Project
- There is a problem with printing monthly parking permits from the ticket vending machines. This has caused a problem with customers. The parking permits are partially printing on a small sized paper, which causes customer confusion. The passes still work. Staff is working to make sure this does not affect the customer experience and is working to remedy the situation. Transit Police are not citing for parking violations due to the confusion.

Public Comment

Roland Lebrun, San Jose, said he is happy that all the transit agencies are working together as teams. The new VTA screens are beautiful. Altamont Corridor Express trains have seven cars, Wi-Fi, and run on time. Last year the Board approved \$15 million for Bombardier cars, and so far \$4 million has been spent to buy 16 cars. Out of the 16, there are now six long Bombardier train sets. Staff is proposing to gut the six cars to make room for bikes. He asked since staff has had the budget for over a year and five are parked in San Francisco and five are parked in San Jose, when customers are going to see longer trains. After the Super Bowl the longer trains should be there for the peak period. The \$400 million should be used for new EMUs not for anything else.

Jeff Carter, Millbrae, said Caltrans gouged people with high fare in 1985 during Super Bowl XIX. He appreciates Caltrain will not have a special fare for the Super Bowl. VTA is the choke point. He hopes there is enough contingency to handle all the people expected to go to VTA. He hopes it will not affect regular weekend customers. The regular monthly parking permit should be allowed to be used without the additional fee.

Greg Conlon, Atherton, said pricing for a Super Bowl ticket is astronomical. At \$20 for parking, the parking lots will be full very quickly unless the price is raised. He suggested the Board allow the Executive Director to raise it considerably to protect the parking lots.

Adina Levin, Friends of Caltrain, asked if there will be a customer experience audit with people who are not familiar with the service and who have never used Caltrain. They could look at wayfinding and if people can figure out where they are going.

Mr. Hartnett said the regular monthly parking permits will work for customers who park on Super Bowl Sunday.

KEY CALTRAIN PERFORMANCE STATISTICS – NOVEMBER 2015

Ms. Bouchard said:

- Average weekday ridership is up 2.1 percent.
- On-time performance (OTP) is up at 88.1 percent. Staff expects to see increasing OTP going into the winter months because ridership drops in wet weather. This confirms staff's suspicion that OTP issues are related to the overwhelming customer demand.
- Staff is working on the reliability schedule and will have more information next month.

AUTHORIZE INCREASING THE EXECUTIVE DIRECTOR'S CONTRACT AUTHORITY WITH CENTRAL FENCE IN A NOT-TO-EXCEED AMOUNT OF \$198,059 FOR THE RIGHT OF WAY FENCING PROJECT CONTRACT

Ms. Bouchard said staff has been improving and installing new fencing along the right of way. This increase is required due to a special request from the city of Palo Alto to provide an 18-inch extension on the top of the fencing. The JPB will be reimbursed for that effort, but it required an expanded scope of work on the contract.

Public Comment

George Kranen, Belmont, said the JPB has spent at least \$9 million on fencing over the last several years and to the extent that it is intended to prevent suicides it is a failure. Suicide statistics over the last 10 years have remained flat. Spending more money on fencing is a waste and should be spent on coping with suicides or minimizing service interruptions. He said a coroner's report is required in suicide cases and the JPB lobbyist should work on a law change so that the transit police officer could make the determination.

Roland Lebrun, San Jose, said the existing fencing in place was not built to Caltrain fencing standards. He asked if the fence was built before there were standards. He said this has to be done.

Motion/Second: Tissier/Cisneros

Ayes: Cisneros, Cohen, Gee, Guilbault, Peralez, Ramos, Tissier, Yeager, Woodward

AUTHORIZE REJECTION OF ALL BIDS FOR THE BAYSHORE STATION PAINTING PROJECT

Gigi Harrington, Deputy CEO, said is the second time staff has gone out to bid for this project. It was re-scoped and more budget was added. Staff will take it into the next fiscal year capital budget process and look at ways to create efficiencies. It is an important project.

Motion/Second: Cisneros/Gee

Ayes: Cisneros, Cohen, Gee, Guilbault, Peralez, Ramos, Tissier, Yeager, Woodward

AUTHORIZE AMENDMENT TO INCREASE THE FISCAL YEAR (FY) 2016 CAPITAL BUDGET BY \$15,148,250 FOR GRADE SEPARATION AND GRADE CROSSING PROJECTS AND EXECUTION OF AGREEMENTS TO ACT AS LEAD FOR THE SAN MATEO 25TH AVENUE GRADE SEPARATIONS PROJECT AND THE SOUTH LINDEN AVENUE AND SCOTT STREET GRADE SEPARATION PROJECT IN SOUTH SAN FRANCISCO AND SAN BRUNO

Aandy Ly, Manager, Budgets, said this request is to increase the FY2016 Capital Budget by \$15.1 million, which includes \$11 million for the 25th Avenue Grade Separation, \$1.4 million for the Redwood City Grade Crossing Improvement Project, \$2.64 million for the San Mateo Bridges Replacement Project, and \$100,000 for the South Linden and Scott Street Grade Separation in South San Francisco and San Bruno. Funding for this project will come from a combination of State, San Mateo County Transportation Authority, cities, and other funds. No additional JPB member contributions are required.

Motion/Second: Tissier/Cisneros

Ayes: Cisneros, Cohen, Gee, Guilbault, Peralez, Ramos, Tissier, Yeager, Woodward

AUTHORIZE INCREASING THE EXECUTIVE DIRECTOR'S CONTRACT AUTHORITY WITH PROVEN MANAGEMENT, INC. IN A NOT-TO-EXCEED AMOUNT OF \$2,751,110 FOR THE SAN MATEO BRIDGES REPLACEMENT PROJECTS

Ms. Bouchard said this project is to replace four 100-year-old bridges and construct a berm supported by new retaining walls that would allow for a track lift that would result in improved roadway clearances. This has been an exceptionally challenging job in a constrained area of the right of way. Change orders have been required to adapt to some unanticipated site conditions and the soil conditions that were encountered required a redesign of the retaining walls. Staff has capitalized on some efficiencies by adding utility relocation for the CBOSS project and the Union Pacific (UP) into this project. Funding comes from reimbursement from UP and a \$2 million savings from the Quint Street Project that can be used for this purpose. Despite the complexity, the project is progressing very well. Staff anticipates the final two replacements to occur in February and April.

Motion/Second: Gee/Cisneros

Ayes: Cisneros, Cohen, Gee, Guilbault, Peralez, Ramos, Tissier, Yeager, Woodward

AUTHORIZE AMENDMENT OF THE CONTRACT TO PROVIDE ON-CALL REAL ESTATE SUPPORT SERVICES BY INCREASING THE AGGREGATE NOT-TO-EXCEED AMOUNT FOR THE BASE SIX-YEAR TERM FROM \$2,150,000 TO \$4,950,000 AND INCREASING THE AGGREGATE NOT-TO-EXCEED AMOUNT FOR THE TWO TWO-YEAR OPTION TERMS FROM \$400,000 TO \$800,000

Ms. Harrington said this contract was approved in November but the numbers were jumbled up and this is to approve the contract with the correct dollar amounts.

Motion/Second: Tissier/Gee

Ayes: Cisneros, Cohen, Gee, Guilbault, Peralez, Ramos, Tissier, Yeager, Woodward

AUTHORIZE ADOPTION OF UPDATED BICYCLE AND SIMILAR EQUIPMENT USE AND PARKING RULES AND REGULATIONS

Jim Castaneda, Director, Safety, said this update addresses the removal of improperly stored, parked, or abandoned personal transportation vehicles. Improperly stored equipment may create tripping hazards or obstructions to pedestrians and individuals with disabilities.

Motion/Second: Tissier/Yeager

Ayes: Cisneros, Cohen, Gee, Guilbault, Peralez, Ramos, Tissier, Yeager, Woodward

DRAFT 2016 LEGISLATIVE PROGRAM

Mr. Murphy presented the draft program:

- Core Objectives
 - Maintain and enhance funding opportunities
 - Seek a regulatory environment that streamlines project delivery and maximizes ability to meet demands
 - Reinforce and expand projects that build and incentivize public transportation ridership
- Public engagement strategies include direct engagement, coalition-based engagement, and media engagement
- The program is divided into three categories:
 1. Budget and funding opportunities
 - State/Regional level
 - Existing revenues – formula and cap and trade
 - Ballot measures and voter threshold
 - Other innovative funding options – managed lanes
 - Federal level
 - Annual appropriations
 - Tax extenders
 - Surface transportation and rail authorization
 2. Projects – funding requests and needs
 - State/Regional level
 - Caltrain Modernization Program supplemental memorandum of understanding
 - Other projects – projects that enhance capacity, service and safety
 - Federal level
 - FTA Core Capacity funding

- Other projects – projects that enhance capacity, service and safety
- 3. Regulatory and administrative issues
 - State/Regional level
 - California Environmental Quality Act
 - Sustainable communities implementation
 - Rail safety
 - Federal level
 - Fixing America's Surface Transportation (FAST) Act and other regulations
 - Rail safety
- Next steps
 - Solicit feedback on Draft Program
 - Board approval and adoption in February

Public Comment

Adina Levin, Friends of Caltrain, said Friends of Caltrain's top mission is stable funding for Caltrain. The opportunity to structurally fix that problem is critical. There are opportunities related to the Highway 101 corridor and ways of managing it that helps fund Caltrain and other sustainable transportation as a way to decongest Highway 101.

LEGISLATIVE UPDATE

Mr. Murphy provided the following update:

State

Staff will be looking at the State budget announcement today and will inform the Board of relevant notes. The special session on transportation is still going on. A proposal came forward to increase the tax on diesel fuel and allocate more Cap and Trade funding to different pots including a doubling of the pot for inter-city and rail and transit to 20 percent. All the sales tax-, gas tax- and fuel tax-related increases would go to local streets and roads or highway maintenance and improvements.

Federal

Through passage of the FAST Act, Congress decided to equate the benefits that transit riders receive with the tax benefit that that drivers receive up to \$255 per month.

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

None.

DATE/TIME/PLACE OF NEXT REGULAR MEETING

The next meeting will be Thursday, February 4, 2016, 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

Joan Cassman, Legal Counsel, said the Board will meet in closed session regarding existing matters of litigation.

Recessed to closed session at 11:46 a.m.

Reconvened at 12:04 p.m.

Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Town of Atherton, et al vs. Peninsula Corridor Joint Powers Board. Case No. CIV532457

Ms. Cassman said the Board was provided with a status report and no action was taken.

Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(a): Claim of Disability Rights Advocates regarding Clipper Fare Payment System

Ms. Cassman said a proposed settlement is before the Board for approval in the form of a resolution to authorize and ratify a settlement agreement with Disability Rights Advocates and a cost-sharing agreement with the MTC to fund accessibility improvements for the Clipper fare payment system at a cost to the JPB not to exceed \$115,250.

Motion/Second: Tissier/Cisneros

Ayes: Cisneros, Cohen, Gee, Guilbault, Peralez, Ramos, Tissier, Yeager, Woodward

Adjourned at 12:05 p.m.