

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

MINUTES OF AUGUST 4, 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, J. Barker, M. Bouchard, J. Cassman, D. Couch, C. Fromson, G. Harrington, J. Hartnett, C. Harvey, E. Kay, L. Larano, M. Martinez, N. McKenna, S. Murphy, S. Petty, E. Scanlon, M. Simon

Vice Chair Josè Cisneros called the meeting to order at 10:07 a.m. and led the Pledge of Allegiance.

PUBLIC COMMENT

Vaughn Wolffe, Pleasanton, said New York electrified their railroad between 1906 and 1913 and this region is 100 years behind. This electrified rail could handle many other railroad operators like Amtrak does on the Northeast corridor.

Roland Lebrun, San Jose, said the American Public Transportation Association (APTA) report on the Communications-based Overlay Signal System (CBOSS) echoed the letter he wrote to the Board three years ago. A staff cover up resulted in a two-month delay in the release of the report. He asked what action the Board proposes to take in regard to LTK Engineering, who is responsible for writing the CBOSS specifications and drafting the Request for Proposal (RFP). It has come to light that LTK Engineering was working with Stadler up to a year prior to drafting the RFP for Electric Multiple Units (EMUs), which specifically excluded the only train that could handle Caltrain's current and future capacity requirements. The result is an award to Stadler, a boutique manufacturer without a manufacturing facility in the United States. He requested the Board direct staff to suspend all negotiations with Stadler pending the results of an independent investigation into this situation. The only alternative is a Federal grand jury.

George Kranen, Belmont, proposed a public art project to commission a composer to compose music to cover up the screeching sound of train brakes.

Chair Perry Woodward arrived at 10:12 a.m.

Ken Bukowski, Emeryville, said he is video recording the meeting and it is available online at regional-video.com.

CONSENT CALENDAR

- a) Approval of Minutes of July 7, 2016
- b) Information on Statement of Revenues and Expenses for June 2016
- c) Authorize Approval and Ratification of the Fiscal Year 2017 Insurance Program at a Total Premium Cost Not To Exceed \$4,465,147

Motion/Second: Cisneros/Tissier

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

Absent: Peralez, Yeager

CHAIRPERSON'S REPORT

Resolution of Appreciation to Chuck Harvey, Deputy CEO

Chair Woodward presented a Resolution of Appreciation to Deputy CEO

Chuck Harvey, who retired after a 35-year career in transportation, including 15 years being directly responsible for the operation and development of the Caltrain Peninsula Commuter Rail Service.

Public Comment

Jeff Carter, Millbrae, said he appreciates all the work Mr. Harvey has done, the pushing Mr. Harvey has done to make Caltrain better and Mr. Harvey's appreciation for Caltrain advocates.

Andy Chow, Redwood City, said Mr. Harvey knows transportation. Mr. Harvey tells transportation advocates the reality of what can and cannot be done considering available resources.

Adina Levin, Friends of Caltrain, thanked Mr. Harvey for leading and getting Caltrain functioning under difficult circumstances.

Motion/Second: Cisneros/Tissier

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

Absent: Peralez, Yeager

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)

Martha Martinez, Executive Officer, District Secretary/Executive Administration, said a written report is in the Board Reading File and at the back table.

REPORT OF THE EXECUTIVE DIRECTOR

Peninsula Corridor Electrification Project Quarterly Update

Dave Couch, Project Delivery Director, presented:

- Electrification infrastructure
 - Design Build Contract
 - Best value proposal: Balfour Beatty
 - Negotiations through end of June
 - Authorization Limited Notice to Proceed (LNTP) – July 7, 2016
 - Pacific Gas and Electric
 - Master agreement executed
 - Continue coordination on Power Quality study
 - Tunnel modifications
 - 65 percent design plans completed
 - Final design targeted for the end of 2016
 - Centralized Equipment Maintenance and Operations Facility (CEMOF)
 - Schematic design complete
 - Preliminary design to start once vehicle design is available

Director Ken Yeager arrived at 10:33 a.m.

- Utility relocation
 - Monthly utility coordination meetings continued with telecommunication and power carriers
 - Final verification requests were submitted to utility companies
- EMUs
 - EMU contract
 - Single proposer: Stadler
 - Negotiations through end of June
 - Authorization LNTP – July 7, 2016
 - EMU related activities
 - Buy America pre-award audit conducted at Salt Lake City facility
 - Continue work on system interface matrix
- Safety
 - Hazard Management Plan complete
 - Integrating utilization of IndustrySafe application into project lifecycle
 - Internal audit of Safety and Security Management Plan
 - Started updated of the Caltrain Roadway Worker Protection Program
- Third party agreements
 - City/county agreements: 10 approved, nine in-process
 - Cooperative agreements: San Mateo and Santa Clara counties approved, San Francisco in-process
 - Utilities: California Public Utilities Commission operating rules in-process
 - Transportation: California State Department of Transportation in-process
- Schedule
 - Environmental clearance – January 2015
 - LNTP – July 2016
 - Notice to Proceed (NTP) – spring 2017
 - Electrification infrastructure construction – 2017 – 2020
 - First train set delivered – 2019
 - Final system testing – 2020
 - Rollout first passenger service with electric trains – 2021

Liria Larano, Deputy Chief, Caltrain Modernization (CalMod)/Caltrain Program Delivery, presented:

- Budget and expenditure
 - Electrification: budget \$679 million, actual this quarter \$0
 - EMU: budget \$551 million, actual this quarter \$0
 - Separate contract and support: budget \$416 million, actual this quarter \$5.42 million
 - Contingency: budget \$316 million, actual this quarter \$0
 - Peninsula Corridor Electrification Project (PCEP) total: budget \$1.98 billion, actual this quarter \$5.42 million
- Funding update
 - Seven-party Supplemental Memorandum of Understanding (MOU)
 - Approved: JPB, Santa Clara Valley Transportation Authority (VTA), San Mateo County Transportation Authority, San Francisco County

- Transportation Authority, Metropolitan Transportation Commission (MTC)
 - Scheduled: California High-Speed Rail Authority (CHSRA) (August 9), city and county of San Francisco (August 8)
- Federal Transit Administration (FTA) Core Capacity
 - First quarterly meeting with FTA headquarters and region
 - Preparing for Fiscal Year (FY) 2018 President Budget
 - Finalizing documentation for engineering phase
 - Preparing to request the Full Funding Grant Agreement (FFGA)
- Risk/quality/environmental
 - Risk management
 - 223 risks; 97 retired
 - Top risk: overhead utility relocation
 - Quality
 - Four internal audits conducted
 - Zero non-conformance reports issued
 - Environmental consultation and permits
 - Completed Section 106 process
 - Completed Section 7 Endangered Species Act
 - Ongoing coordination other permits
- Real estate
 - 66 appraisal packages
 - 21 appraisals completed
 - Two acquisition offers
- Community/Disadvantaged Business Enterprises (DBE)
 - Community relations
 - 48 community presentations
 - Press releases, website updates
 - Many stakeholder meetings (State and Federal staff, city/county staff, advocacy groups, chambers and businesses)
 - DBE participation and labor
 - To be determined

Director Gee suggested future reports have an added category on budget expenditure and forecast on completion so the Board will know where the project is headed in a proactive manner and can make adjustments sooner.

Michelle Bouchard, Chief Operating Officer, Rail, said APTA conducted a peer review of the Caltrain Positive Train Control (PTC) Project, an unfunded mandate. The project is nearing integration and dealing with interoperability. The peer review was conducted in light of the news that the project was going to be late largely due to software issues. The peer review panel made programmatic and technical recommendations. Staff felt it was important to re-baseline the program team leadership to create a healthier engagement with the contractor. A new program director was hired and the management of the program was reorganized at the top. The peer review's recommendation was to bring resources to Caltrain, including a configuration manager and a systems engineer who would be experts in PTC and would deliver the complex systems involved. Recruitment for these positions is underway. A "go live" planning team has been established, whose task is to establish

how the JPB rolls out the operations and maintenance of the PTC program and transition it from the implementation phase. The contract operator will be involved in operation and maintenance of some components of the PTC system. A re-baselined schedule is expected from the contractor in the coming weeks. There was also an issue of engagement to ensure accountability at all levels of the project organization. Additional weekly and monthly calls have been established to address this issue. The project is technically sound and suits all of the legal requirements. The technical recommendation was to try to get Caltrain enforced under PTC in revenue service demonstration as soon as possible. This will require engagement from the Federal Railroad Administration.

Director Raul Peralez arrived at 10:49 a.m.

Jim Hartnett, Executive Director, said:

- The Local Policy Makers Group (LPMG) met on July 28 and was hosted by CHSRA, which gave a presentation on comments they received during the environmental scoping process. Key scoping comments included traffic due to increased trains, safety effects at stations due to increased trains and speeds, and the need for grade separations. They also discussed station planning efforts and indicated they plan to release their preliminary Preferred Alternative in the fall of 2016.
- The Transit America Services Inc. (TASI) contract expires at the end of June, 2017. Staff has been directed to engage in discussions with TASI to determine if there are a set of changes to the existing contract that staff would like to see in order to secure cost effectiveness, performance, safety, reliability, and customer experience in exchange for the consideration of a contract extension. Discussions are beginning and an update to the Board is anticipated in October.
- July on-time performance (OTP) was up compared to July of 2015. OTP monitoring shows that in July, other than the days where there was a vehicle strike, OTP was over 95 percent.
- Special event train service:
 - San Francisco Giants baseball service carried 89,000 riders in July.
 - Levi's Stadium football service carried 1,100 riders.
 - Gilroy Garlic Festival charter service carried close to 800 riders.
- Capital projects:
 - Funding for the San Mateo 25th Avenue Grade Separation Project, pursuant to an MOU, is on the CHSRA agenda next week.
 - Los Gatos Creek Bridge award of contract is expected by the fall of 2016.
 - San Francisco Crew Facilities rehabilitation work continues.
 - Train departure monitors projects at 4th and King and San Jose Diridon stations are ongoing. Completion is expected in winter 2016.

Public Comment

Walter Allen, Oakland, said he appreciates the JPB's efforts for the ongoing disparity study. Small Business Enterprise (SBE) utilization for the PCEP is 5 to 6 percent. CHSRA and the Los Angeles County Metropolitan Transportation Authority, the city of San Francisco and the San Francisco airport have 30 percent SBE goals. He said a higher goal is achievable if the political will is there. He asked the Board to look for ways to increase small business utilization on the project. The majority of businesses are

small businesses. He fully supports the JPB's efforts in the lesbian, gay, bi-sexual, and transgender (LGBT) program for small businesses, but asked that the JPB also look at veterans who are sometimes forgotten. He asked that the JPB increase the percentage of the SBE goal.

Roland Lebrun, San Jose, said the 4th Quarter Progress Report states DBE and labor statistics will be reported after construction has commenced. The JPB has blown a total of \$64 million on electrification program management oversight. He asked how much of it was for DBE participation. The JPB spent \$12 million on EMUs, but does not know on what. He said the report states if overhead utilities are not relocated on time the electrification contractor may incur delays. He said the entire peninsula was just dug up to put in fiber, but he is told workers still don't know where utilities are and this needs to be addressed. The report states processes are not sufficiently flexible to allow the design-build contractor to maximize efficiencies. He said this is why bids are coming in so high. He said poles are in the wrong place. He said the CBOSS project is not ahead of the pack.

Adina Levin, Friends of Caltrain, said this is a multi-piece puzzle. A piece in San Francisco got moved from this week to next week to create time for the controller's office to look at oversight protocol to give assurance there is sufficient oversight to address issues and potential cost increases. Delaying the project would incur different and large costs. She urged San Francisco board members to look at it in terms of a regional project and take the step to move the project forward.

Paul Wendt, Belmont, thanked the Board for providing special event service for Opera in the Ball Park. He said he thought CBOSS took care of PTC.

KEY CALTRAIN PERFORMANCE STATISTICS JUNE 2016

Ms. Bouchard said:

- Key Caltrain Performance Statistics June 2016 compared to June 2015:
 - Monthly Performance Statistics:
 - Average Weekday Ridership (AWR) was 65,049.
 - Year-to-date Performance Statistics:
 - Total ridership was 19,233,427.
 - AWR increased by 3.2 percent.
 - Total farebox revenue was \$89,104,295.
- Because of capacity constraints, there may be some reduced ridership gains. A sixth six-car train set was deployed on July 25 on a couple of the most loaded trains in the peak period. Staff is trying to balance the addition of capacity with taking capacity away for state of good repair activities.
- There has been a delay in the inspection for the locomotive lease. Staff expects to inspect the locomotives in late August.

Public Comment

Roland Lebrun, San Jose, said Caltrain is at the point where it can't grow any more. He pointed out to the MTC the fact that 11 of the 16 Metrolink cars are parked in CEMOF. When cars were released it increased the capacity of the line by 20 percent and Caltrain totally transformed itself. In the next six months ridership will grow up more than 5 percent over previous year.

AUTHORIZE ENTERING INTO A MOU WITH THE SAN FRANCISCO MUNICIPAL TRANSIT AGENCY (SFMTA) TO JOINTLY FUND LAST-MILE SHUTTLE SERVICE FOR THE SAN FRANCISCO CALTRAIN STATION TERMINAL FOR AN ESTIMATED ANNUAL NOT-TO-EXCEED COST OF \$250,000

Gigi Harrington, Deputy CEO/Chief Administrative Officer, said the SFMTA provides heavily used shuttle service from Caltrain on Route 81 and Route 82x. This is an old agreement that is being refreshed and has been in discussion with SFMTA for two years.

Motion/Second: Cisneros/Tissier

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

AUTHORIZE ADOPTION OF MITIGATED NEGATIVE DECLARATION (MND) AND MITIGATION MONITORING AND REPORTING PLAN (MMRP) AND APPROVAL OF SOUTH TERMINAL PHASE II PROJECT

Ms. Larano presented:

- Project is located in the city of San Jose between south end of CEMOF and north end of San Jose Diridon Station, and some work will be done north of CEMOF
- Current track layout and operation
 - Three mainline tracks (MT) between CEMOF and Diridon Station (MT-1, MT-2, and MT-3)
 - Revenue service for Caltrain, Altamont Corridor Express, Capitol Corridor, Amtrak, and Union Pacific
 - Nonrevenue moves to and from CEMOF
 - Operational bottleneck between CEMOF and Diridon Station
- Project scope
 - Construct a fourth track (approximately 2,000 feet) between CEMOF and Diridon Station
 - Install a crossover north of CEMOF and additional crossovers between CEMOF and Diridon Station
 - Install new signal bridges
 - Reconstruct interlocking and signal systems
 - Reconstruct and realign existing tracks
- Project benefits
 - Provides operational flexibility and minimizes delays by allowing parallel revenue and nonrevenue train moves
 - Improves service reliability by providing ability for Caltrain service to respond to unplanned events
 - Facilitates capacity increase for Caltrain and Caltrain's tenants
- Environmental process
 - Purpose: obtain California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) clearances
 - Lead agencies
 - CEQA: JPB
 - NEPA: FTA
 - Environmental analysis – all subject areas studied
 - Status
 - CEQA: analysis complete; proposed JPB action
 - NEPA: in progress

- Environmental analysis
 - Right-of-way acquisition
 - Acquire three parcels for a total of 15,703 square feet
 - No building displacements or alterations
 - Impact to parking spaces at the city of San Jose SAP Center - coordination with city of San Jose to mitigate parking impacts
 - Noise
 - Construction noise – mitigate by monitoring and outreach
 - Additional track noise – mitigate by relocating existing and installing additional track lubricators
 - Cultural resources
 - No adverse effect on Diridon Station Historic District
 - Potential archaeological resources – mitigate by monitoring during excavation
- CEQA compliance
 - Prepared and published a Draft Initial Study/Mitigated Negative Declaration (IS/MND)
 - Compiled and addressed public comments
 - Prepared Final MND and MMRP
 - Performed public outreach
 - Coordinated with the city of San Jose
- Public and regulatory outreach
 - Publication of CEQA Notice of Availability/Notice of Intent in local newspapers (April 8, 2016)
 - Publication of Draft IS/MND environmental document with State Clearinghouse (April 8, 2016)
 - Public comment period on the IS/MND document (April 11 to May 10, 2016)
 - Public meeting in San Jose (April 21, 2016)
 - Project website, e-mail address and telephone hotline
- Next steps
 - Request Board adoption of the Final MND and MMRP
 - Complete NEPA review process – winter 2016
 - Identify funding sources for final design and construction phases
 - Continue coordination with city of San Jose
 - Provide project updates to the public

Public Comment

Roland Lebrun, San Jose, said everything will have to be ripped out because of what Bay Area Rapid Transit (BART) intends to do in that area. He suggested phasing this project. The project should go up to Santa Clara on first phase. The other phase will be done when BART and high-speed rail are worked on. He said a track should not be placed on the east side because the San Jose Sharks may sue. Nonrevenue moves are a problem because CEMOF is in the way and should be relocated.

Doug DeLong, Mountain View, said the city of San Jose owns the environmental liability for the former coal plant that was on the site of the arena, and Caltrain will acquire some of this liability by moving the right of way to the east just to avoid buying decrepit industrial property. This is a poorly chosen design for the future of Caltrain.

Motion/Second: Tissier/Cisneros

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

AUTHORIZE AMENDMENT TO THE INVESTMENT POLICY AND REAUTHORIZATION TO INVEST MONIES WITH THE LOCAL AGENCY INVESTMENT FUND

Eli Kay, Chief Financial Officer, said this action is to amend the investment policy benchmarks to align with the portfolio and to update investment descriptions to those used in California State code. The JPB investment policy has always been in accordance with sound treasury management practices and compliant with the objects of safety, liquidity, and return.

Motion/Second: Gee/Guilbault

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

CALTRAIN FARE POLICY STUDY OVERVIEW

Liz Scanlon, Manager, Caltrain Planning, presented:

- Background
 - Last Caltrain fare study 2001 and much has changed since
 - Caltrain lacks dedicated funding source
 - Strategic Plan includes number of objectives related to fares and revenue
- Study purpose
 - JPB requested study of fare policy and structure to:
 - Identify potential opportunities to maximize revenue
 - Enhance ridership
 - Safeguard social and geographic equity
- Scope of study – two phases
 - Phase I
 - Technical studies to determine correct fare elasticity
 - Includes study of current structure and passes as well as industry best practices
 - Using technical data, fully scope Phase II
 - Phase II
 - Draft and evaluate fare policy
 - Public and stakeholder outreach
- Key questions
 - How much revenue can/should Caltrain generate from fares
 - Is the current fare and pass structure the right fit for Caltrain
 - How should Caltrain phase and implement changes to its fare system
 - Parking is an important element because it is a revenue generator
 - Staff will look at parking as part of the study, but it will be a subset of the fare study
- Phase 1 Tasks
 - Task 1 – refine purpose and need
 - Task 2 – existing conditions and background
 - Task 3 – develop survey scope
 - Task 4 – research and peer review
 - Task 5 – fare elasticity modeling
 - Task 6 – develop phase 2 scope

- Study timeline
 - Summer/fall 2016
 - JPB and CAC update
 - Consultation solicitation and selection
 - Complete Tasks 1 - 3
 - Winter/spring 2017
 - Complete Tasks 4 -5
 - JPB and CAC milestone update
 - Summer/fall 2017
 - Complete Task 6
 - JPB and CAC milestone update
 - Initiate Phase II
- Outreach and stakeholder engagement
 - Phase I – research oriented
 - Technical Advisory Committee (TAC)
 - Rider surveys
 - JPB and CAC
 - Phase II – policy promulgation and implementation
 - All of the above plus
 - Public meetings
 - Title VI process
- Next steps
 - Presentation to CAC (8/17)
 - Development of TAC
 - Consultation solicitation

Director Gee said when a fare study and elasticity study are done, operations and service can't be ignored. More trains can't be added at peak times, but there might be room to add something on the shoulders or a later train coming out of San Jose or San Francisco. He asked to what extent explorations of additional trains can be included with this fare study. Ms. Scanlon said the scope asked about peak hour pricing or congestion pricing. She said staff can explore the concept to try to spread the capacity across more hours of the day via a pricing mechanism.

Director Gee said staff should find a way to study the possibility of adding a few more trains such as a midnight train out of San Jose or a 1 a.m. out of San Francisco in this exercise.

Director Joël Ramos said San Francisco and Redwood City have a dynamic parking structure. Anyone at any time should have confidence there will be parking availability at Caltrain parking lots. The way to do that is to find the sweet spot in the pricing. The occupancy indicates what the rates should be. If Caltrain parking lots are maxed out then the JPB is charging too little for parking. He encouraged staff to think about what it would take to get passengers to use shoulder hour trains and off-peak trains by reducing fares or by making them free. Engineering, operations, and infrastructure are already paid for. Some other transit agencies have free transit service already, such as downtown Oakland shuttle and the Emery Go Around. Many people are priced off the train system now and there is a perception that Caltrain is unaffordable for many people. It might be worth considering augmenting the outreach to go beyond existing

riders and finding ways to reach out to potential riders that live near the station that aren't riding the train. The JPB should build a fare structure system that will capture those riders.

Director Adrienne Tissier asked if the public engagement during the second phase will be reaching out to businesses. It would be good to find out why employees aren't taking Caltrain or SamTrans if they are somewhere in the transit corridor. Perhaps adding more capacity versus raising fares is the solution. She would like to see as much outreach as possible.

Director Rose Guilbault said the Safety and Security Report shows an extremely high rate of parking citations and asked if this is because of illegal parking or people not paying for parking. She asked how that would impact an increase in the rates.

Ms. Scanlon said she will have to get back to the Board on this issue.

Public Comment

Vaughn Wolffe, Pleasanton, said the JPB doesn't know how many riders Caltrain can carry because the number of trains being run is based on the budget. He asked if Caltrain picked up more riders where they would be put and how the JPB would pay for it. Studies are a good idea. He suggested the JPB study how to maximize ridership and whatever it would cost, the required number of cars and trains. This will help to plan for long-range service expansions.

Roland Lebrun, San Jose, said Virgin Trains in the United Kingdom does not increase fares, they increase the number of seats. When the seats are not full Virgin starts discounting fares. Caltrain is too expensive. In Europe they discount off-peak trains instead of charging peak pricing. To cut costs, the JPB should change the managing agency for Caltrain, which would save \$15 million. There is a massive fare evasion problem during Giants service trains.

George Kranen, Belmont, said the JPB should remember they are providing a public service and a public good. Belmont went from free parking to \$5 all day. The parking lot is really empty now. There is a lot of curbside parking in the area. He urged that during this study the Board consider adopting BART's parking model where they charge for parking during peak hours and off peak is free. This would encourage off-hours ridership on Caltrain. Getting cars off the freeway is a public good.

Jeff Carter, Millbrae, said staff should look at why lower income riders don't ride Caltrain. He hears it is too expensive. He asked what is being done to secure dedicated funding so the JPB doesn't have to look at fares and one-time sources of funding. Congestion pricing is not a good idea for Caltrain. Lowering the off peak fares is worth exploring. He asked how Go Pass ridership and revenue gets calculated.

Adina Levin, Friends of Caltrain, said the Go Pass is helpful to increase ridership and delivers great value, but there are ways corporations are not getting the value they want and there is room for improvement. Caltrain is short on equity to safeguard. Palo Alto's Transportation Management Association showed there are potential users who could use Caltrain but are priced out and there are ways to get priced out people to ride in ways that are revenue neutral to Caltrain but that can take cars off the road

and give people opportunities and be fairer.

Andy Chow, Redwood City, cautioned the JPB from making fares extremely complicated. Fare discount for off peak trains should be explored. Diridon Station and Tamien Station are packed, and there could be a discount program to divert those riders to other stations and to gain new riders from San Jose without having to make expensive improvements at Tamien and Diridon stations.

MTC TRANSIT SUSTAINABILITY PROGRAM (TSP) PROGRESS UPDATE

Sebastian Petty, Principal Planner, presented:

- Agencies involved
 - Alameda-Contra Costa Transit District
 - BART
 - Caltrain
 - Golden Gate Transit and Ferry
 - SFMTA
 - SamTrans
 - VTA
- MTC requirements
 - March 2013: adopted strategy
 - By 2017: 5 percent reduction in one of the following
 - Cost per service hour
 - Cost per passenger
 - Cost per passenger mile
 - Post 2017: no increase beyond consumer price index (CPI)
 - 2019: MTC links funding to performance
 - Annual monitoring report to MTC
- Caltrain performance
 - Cost per service hour: target: \$471.58
 - FY2013: \$515.69, FY2014: \$525.81, FY2015: \$535.38
 - Cost per passenger: target: \$7.77
 - FY2013: \$5.90, FY2014: \$5.70, FY2015: \$5.48
 - Cost per passenger mile: target: \$0.30
 - FY2013: \$0.27, FY2014: \$0.26, FY2015: \$0.22
- Strategy progress
 - Ongoing system reliability and efficiency programs
 - State of good repair program
 - Reliability/enhancement programs
 - Fuel hedging program

Director Malia Cohen left at 11:54 a.m.

- Specific ridership building initiatives
 - Added bombardier cars
 - Bike access improvements
 - Off-peak marketing and event promotion
 - CalMod Program

Public Comment

Roland Lebrun, San Jose, said it is important to add cars, not necessarily trains, because the cost is very low to add a car but if a train is added the JPB would have to pay for crew. Since the JPB increased the train length, the amount of time waiting at platforms has increased because of the timetables. The JPB needs to look at seven-car trains.

LGBT BUSINESS ENTERPRISE PROGRAM PRESENTATION

John Barker, Manager, Civil Rights Programs, presented:

- LGBTBEs in existing programs
 - LGBTBEs that gross less than \$23 million annually likely qualify for:
 - The JPB's small business preference
 - The JPB's DBE Program if owners are minority, female, or white-male facing social disadvantages
- Issue: DBE program exclusivity
 - LGBTBE goals cannot be incorporated into the JPB's DBE Program
 - 49 CFR 26.45 (h): overall goals must provide for participation by all certified DBEs and must not be subdivided into group-specific goals
 - LGBTBE goals cannot be used for United States Department of Transportation-funded contracts
- Issue: few non-Federal contracts
 - \$1,560,181: four non-Federal contracts
 - \$43,728,816: six Federal contracts
- Example: VTA
 - VTA's business diversity program includes a goal for LGBT, disabled veteran, minority, and women-owned business
 - Not implemented on Federally funded contracts
 - Sets aspirational goals, monitors progress, and educations contractors
 - Does not grant preferential treatment to any group
- Staff recommendation
 - Encourage LGBTBEs to participate in JPB's existing SBE and DBE programs
 - Promote statewide LGBTBE certification through the California Public Utilities Commission
 - As LGBTBE certification becomes prevalent, monitor JPB utilization of LGBTBEs

Director Ken Yeager asked how staff plans to go about encouraging businesses to participate in these programs. San Francisco has the Golden Gate Business Association and Santa Clara County has the Rainbow Chamber. He asked if the plan is to let them know there are possibilities available and asked if there are workshops or other methods to reach out. Mr. Barker said the best first steps are to find out who in the area supports LGBT businesses. The largest group he is aware of is the National Gay and Lesbian Chamber of Commerce, who does their own LGBT certification aside from any other agency. When the JPB does SBE and DBE outreach, staff reaches out to African American and Hispanic chambers of commerce and other interest groups in this area, so it is a matter of including LGBT interest groups.

Director Yeager asked if staff has not already been reaching out to LGBT interest groups. Mr. Barker said he can't speak to what has been done, but the JPB needs to

make sure it is being inclusive.

Director Yeager said he would like an off-agenda report about the outreach and the areas staff is thinking about reaching out to as a way to reflect the work staff is doing so the Board can make suggestions.

Director Tissier said San Mateo County created a lesbian, gay, bi-sexual, transgender, and queer commission. It is fairly new and may be a good group to go to. Supervisor Dave Pine's office is the lead.

Public Comment

Walter Allen, Oakland, said he supports this program but would like to make it bigger in the overall small business engagement. Outreach is the first step. Then staff has to look at monitoring and the results. He said he would rephrase the question to ask how the LGBT integrate into the small business program. Small businesses need more jobs and opportunities and want to recycle their dollars locally. Small businesses are one way to involve young people. The small business community wants to partner with local agencies to find qualified employees.

LEGISLATIVE UPDATE

Casey Fromson, Manager, Government Affairs, said the information is in the staff report.

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

None

DATE/TIME/PLACE OF NEXT REGULAR MEETING

The next meeting will be Thursday, September 1, 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 there are two closed session items, one regarding the ongoing lawsuit between Atherton and the JPB, and the second is a real property closed session regarding the electrification project.

Recessed to closed session at 12:08 p.m.

- a) 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

- b) Closed Session: Conference with Real Property Negotiators Joan L. Cassman, General Counsel, Elizabeth Scanlon, Manager, Caltrain Planning, pursuant to Government Code Section 54956.8:
 Under negotiation: Price and terms of contract.

Property Location	Owner	APN	JPB Parcel #
823 Arguello St. Redwood City, CA 94063	Longview Trust	052-272-070	JPB-SM2-0130
911 Arguello St. Redwood City, CA 94063	Spencer 1995 Living Trust	052-272-030 052-272-040	JPB-SM2-0128
1300 Old County Rd. Belmont, CA 94002	Cohn Family Living Trust	045-241-240	JPB-SM2-0119
701 Harbor Blvd. Belmont, CA 94002	Harbor Service Station, LLC	045-246-130	JPB-SM2-0123
801 Arguello St. Redwood City, CA 94063	Masetti Trust	052-272-100	JPB-SM2-0132
797 Arguello St. Redwood City, CA 94063	May Trust Agreement	052-272-110	JPB-SM2-0133
923 Arguello St. Redwood City, CA 94063	Robert Mahony Trust	052-272-010	JPB-SM2-0126
1306, 1308 Old County Rd. Belmont, CA 94002	Ezzat Family 1999 Revocable Trust	045-241-130	JPB-SM2-0120
700 Harbor Blvd. Belmont, CA 94002	Klopocki Bogdan	045-241-170	JPB-SM2-0122
1125 Arguello St. Redwood City, CA 94063	T.B.T. Investments	052-252-090	JPB-SM2-0124
1003 Arguello St. Redwood City, CA 94063	Tawasha Investments, LLC	052-252-050	JPB-SM2-0125
919 Arguello St. Redwood City, CA 94063	Arguello 919	052-272-020	JPB-SM2-0127
1020 Old County Rd. Belmont, CA 94002	Kirberg Motors Inc.	040-331-030	JPB-SM2-0116
899 Arguello St. Redwood City, CA 94063	Craig P Duling/ Mary Ellen Gaston	052-272-180	JPB-SM2-0129
817 Arguello St. Redwood City, CA 94063	Chavez Family Revocable Trust	052-272-080 052-272-090	JPB-SM2-0131
1030 Old County Rd. Belmont, CA 94002	Traverso Living Family Trust	040-331-040	JPB-SM2-0117
1350 Old County Rd. Belmont, CA 94002	Brutsche Family Revocable Trust	045-241-210 045-241-160	JPB-SM2-0121
1080 Old County Rd. Belmont, CA 94002	Chariot Unlimited, LLC	040-331-050	JPB-SM2-0118

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

Ms. Cassman said the Board convened in closed session to receive a status report on the CEQA lawsuit between Atherton and the JPB and a report on the real estate acquisition program for the electrification project and have given appropriate authorization to staff. There is no action to report.

Adjourned at 12:15 p.m.