

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

MINUTES OF SEPTEMBER 7, 2017

MEMBERS PRESENT: J. Bruins, D. Davis, J. Gee (Chair), G. Gillett, R. Guilbault,
D. Pine, M. Zmuda

MEMBERS ABSENT: C. Brinkman, K. Yeager

STAFF PRESENT: M. Beveridge, R. Bolon, M. Bouchard, J. Cassman, A. Chan,
C. Gumpal, D. Hansel, J. Hartnett, L. Larano, M. Martinez,
S. Murphy, M. Simon, J. Taylor

Chair Jeff Gee called the meeting to order at 10:10 a.m. and Director Monique Zmuda led the Pledge of Allegiance.

PUBLIC COMMENT

Aleta Joan Dupree, Oakland, expressed concern on the paper tickets and stated that the Caltrain stations need to be more proactive and promote the Clipper Cards.

Roland Lebrun, San Jose, expressed concern on the \$25 million dollar administrative budget. Mr. Lebrun noted that he tabulated every administrative budget from 2004 to present on a spreadsheet and noticed that the administrative cost increase were roughly in line with inflation with the Consumer Price Index (CPI) between years 2004-2011 at 20 percent but exceeded the CPI 15 times over between 2011 to present and he also noted that this started immediately after fiscal emergency by SamTrans in Fiscal Year (FY) 2010-2011. He also commented on the accounting irregularity and stated that the annual report for FY2011-2012 were modified after the books were closed by artificially inflating the managing agency overhead in FY2013 by approximately \$1.5 million and stated that this irregularity is similar to the significant irregularity reported by the auditors last year.

Doug DeLong, Mountain View, thanked Executive Director for including information on the reports of the Gilroy Garlic Festival, the San Jose Earthquakes Charter Service and Santa Clara Station Tunnel Opening and suggested staff consider a dedicated car or charter train that would accommodate large groups that attend the same event.

Drew, San Mateo, is requesting staff to support the improvement on the rider access at the new Hillsdale station; he commented that there is decreased safety in walking or on a bike. He suggested that the agency stay aligned with their goals of ridership and elasticity.

CONSENT CALENDAR

- a. Approval of Minutes of August 3, 2017
- b. Receive Information on Statement of Revenues and Expenses for July 2017
- c. Receive Key Caltrain Performance Statistics – July 2017
- d. Receive Capital Projects Quarterly Status Report
- e. Receive Fare Study Update
- f. Reaffirm the Peninsula Corridor Joint Powers Board Investment Policy and Reauthorize Investment of Monies with the Local Agency Investment Fund Resolution No. 2017-44, 2017-45
- g. Receive Proclamation Declaring September Railroad Safety Month

Director Davis expressed confusion on Item 5 (d) Quarterly Capital Project Status Report, page 5 the Communications Based Overlay Signal System (CBOSS), Positive Train Control PTC Project. Director Davis stated that the budget report reflected the current budget on the project is \$115 million and the expended to date amount of \$115 million, the committed to date reflects \$128 million and the estimated completion amount is \$115 million. Director Davis asked if we committed \$128 million how is the estimated completion amount \$115 million. Michelle Bouchard, Chief Operating Officer, Rail will follow up and provide information to the Board during the next meeting.

Motion/Second: Pine/Zmuda

Ayes: Bruins, Davis, Gillett, Guilbault, Pine, Zmuda, Gee

Absent: Brinkman, Yeager

Public Comment

Jeff Carter, Millbrae commented that he noticed the consent calendar on the agenda has included extra items, i.e. monthly performance statistics and quarterly status report. Mr. Carter requested that staff include those items separately and provide verbal reports on these items. He also mentioned that he understands the meeting time constraints but would prefer verbal reports. Mr. Carter commented on Item#5 (e) the update on the Fare Study and that the report stated in 2001 riders were price sensitive, he commented that this is not accurate. He mentioned that between 1993 and 1998, fares were increased nearly every year for a total of 33 percent over that period and ridership increased by 31 percent. Mr. Carter also commented that the study did not mention the 911 emergencies and dotcom bust in 2001 and that the subsequent event was the two year weekend shut down from 2002-2004 which led to significant elasticity and ridership drop. He also mentioned that he was astonished that the report mentioned deep discount programs and that referred to the monthly pass and stated that the Go Pass is a deep discount, but not the monthly pass and stated it is only 30 percent discounted from the regular Clipper Fare.

Roland Lebrun, San Jose stated that the highest level of fraud of the Caltrain system is the monthly pass holders with the un-tagging on the entire month particularly on the Baby Bullet Express service. Mr. Lebrun suggested that riders should tag on and tag off regardless of the type of pass holder. Mr. Lebrun also commented on 5 (f) Investment Policy and Local Agency Investment Funds; he requested an audit of the funding and commented that he noticed risky investments in the funds.

He also asked the staff and members on the status of the Lehman Bros. and the huge loss of the agency's funds. Mr. Lebrun suggested that staff place Items # 10 through #13 under the consent calendar to save time.

CHAIR REPORT

Chair Gee mentioned that there will be a ground breaking on September 26th on the 25th Grade Avenue Grade Crossing and in November on the South San Francisco Caltrain station.

CAC REPORT

Brian Shaw, Chair, CAC stated that the JPB Citizens Advisory Committee (CAC) met in August and during the meeting there was an introduction of a new CAC member Lauren Fernandez from the San Francisco County. He also noted that the Peninsula Corridor Joint Powers Board (JPB) would need to appoint two new members from the Santa Clara County. Mr. Shaw stated that during the meeting the CAC and public received information on the new fare program and that the public raised concern on the low income riders. He also mentioned that the CAC received a presentation on the Fare Study and Business Plan which highlighted how the Caltrain revenue has shifted away from county contributions and more toward fare paid by riders. He stated that the CAC questioned if other community railroads would be studied to determine if optimal fare recovery and revenue share should be coming from the public riders.

He commented that staff responded and indicated that both fare study and business plan would benchmark other rail properties. Mr. Shaw also noted that the CAC received a presentation on the bike management plan.

Director Bruins said that the two appointees from the Santa Clara County have been identified, and will be included on the agenda next month.

REPORT OF THE EXECUTIVE DIRECTOR

Jim Hartnett, Executive Director, stated his written report is in the agenda packet.

Peninsula Corridor Electrification Project Monthly Report

Liria Larano, Deputy Chief for Caltrain Modernization CalMod provided the report of the Peninsula Corridor Electrification Project (PCEP) for the month of July.

Ms. Larano provided a summary of the highlights of the project that includes the completion of the Overhead Contact System design OCS on the PCEP that would allow construction work this month. She also reported the completion of the design review on the Electrical Multiple Units (EMU) and manufacturing of the shell in October and noted that staff is continuing outreach efforts for the project.

Director Davis stated that she was confused on the updated schedule; she asked staff on the reason for the one year delay for Pacific Gas and Electric (PG&E) that provides permanent power and the start of pre-revenue testing. Ms. Larano responded and stated that PG&E did not start until the Full Funding Grant Agreement (FFGA) was received that also included an updated schedule.

Director Davis commented that there was full funding in February, 5 months ago, and is unsure why the schedule is delayed by one year. Ms. Larano responded that staff did not receive the schedule until after funding. Jim Hartnett also mentioned that there was negotiation on the schedule and did not receive PG&E's final schedule until after the money was fully funded. Director Davis asked if there is a change in scope. Ms. Larano responded yes, there is a revised scope, but there were more recent studies on the specifics for the project. Director Davis also asked staff if there is change to the budget. Ms. Larano responded that she was unsure and staff is unsure and evaluating the design and until this is complete staff is unsure.

Director Gillian Gillett mentioned that in the past the schedule was more detailed; and asked why the schedule is less detailed and requested staff to provide a more detailed report. Ms. Larano stated that staff is evaluating the schedule elements and is expected to receive an updated schedule and will provide detailed schedule going forward.

Director Bruins asked which scheduled item is a critical path. Ms. Larano responded that in the past it was the vehicle, but now it is the PG&E schedule. Director Bruins asked if they are looking at every way to accelerate. Ms. Larano responded yes. Director Bruins asked if there are any other projects that are still using projected schedules verses actual. Ms. Larano stated yes that the contracts that have not been awarded yet have projected schedules.

Chair Gee commented that working with utility companies is a challenge and understands the delay of construction and also mentioned that the utility companies would not commit to design or schedule until they receive a contract and full funding.

Director Davis asked the difference between Revenue Service Demonstration with Contingency with a completion date of April 2022 and Full Funding Grant Agreement FFGA and RSD with a completion date of August 2022. Ms. Larano responded that staff's assessment showed a completion date of April 2022 and the Federal Transit Administration FTA established their own completion date of August 2022 but the agency's target completion date is set to April 2022.

Mr. Hartnett also reported on other items:

Legislative Report

Seamus Murphy, Chief Communication Officer, provided a legislative report on the Senate Bill 797 (S.B. 797) that would authorize 1/8 percent sales tax for Caltrain.

Mr. Murphy noted that the bill passed assembly last week and passed the Senate Transportation Committee yesterday and should pass the floor vote on the Senate as early as today or tomorrow and also commented that this bill would provide Caltrain a dedicated source of funding to support the agency operations, capital and state of good repair needs. Mr. Murphy commented that the timing could potentially be in year 2020 as there are business plans and questions to be answered prior to asking voters to approve the ballot.

Director Zmuda asked staff on their thoughts about having the JPB body review and approve the measure.

Mr. Murphy responded that the Board should be planning to approve the measure for the 2020 election cycle and to pay close attention to what happens in 2018 with additional revenue opportunities and to work collaboratively to pass those measures that would benefit the agency in 2018.

Director Zmuda asked staff if the governance issue will be addressed within the business plan process. Mr. Murphy responded yes.

Director Bruins asked staff if there is a plan to discuss S.B. 797 with the Board. Mr. Murphy stated that the JPB supported the bill and has been working with Senator Hill to pass the bill and has been approved and justified in the Board approved Legislative Program.

Director Bruins also asked staff if there will be a future discussion about what the enabling legislation means to this Board and noted that staff stated year 2020 but does not recall this Board having a discussion on this Bill.

Mr. Murphy responded yes, and stated that this bill is closely tied to the Business Plan discussion and also mentioned that there is an Ad Hoc Committee that references the business plan and those discussions could be reported back to the Board.

Director Bruins expressed concern and stated that the Board needs to understand the impact and would need to have a healthy discussion to understand the thoughts and this Board needs to know regarding timing and how these other measure may potentially aid or hinder the ability to move forward. Director Bruins requested a discussion that involved this Board, i.e. include as an agenda item.

Chair Gee agreed and suggested that there should be an Ad Hoc Committee and also noted that this would involve more than just San Mateo County and that it includes San Francisco and the Metropolitan Transportation Commission (MTC) as well as other agencies and would need to consider about including the other parties with the discussion.

Director Bruins is unsure as to how this Board is taking a position and advocating with the other agencies and suggested that this Board should have a conversation to understand what is in the best interest of the organization.

Director Gillett echoed Director Bruins' comments and agreed that there has been a lot of conversation by others, but noted that Caltrain has a board and there seemed to be a policy decision that has been made which is that the revenue measure should be tied to the business plan, she also noted that this plan could be reasonable and seems reasonable, but it is not a conversation that has happened to the Board by the Board. Director Gillett commented that it is important that when policy decisions are made that the Board should actively participate and it should be a public process.

Director Pine commented that there are two different distinct issues, he stated that there is the legislation itself which the agency has been rigorously advocating for and that legislation does not speak to which measure will go on the ballot. Director Pine also noted that he agrees that there should be a discussion but no need to discuss the bill itself as it is way too far in the pipeline and the bill will eventually pass.

Director Bruins expressed concern that staff is misrepresenting a message to the public and noted that this Board is unaware staff is looking at year 2020. She stated that there should be a discussion with this Board about the bill.

Director Davis agreed with the Board's sentiment and asked staff if there will be more information about this bill during the next meeting in October. Mr. Murphy stated yes.

Mr. Murphy commented that if the Board agreed in having an Ad Hoc committee, it would be of benefit to have a larger discussion during the next meeting in October.

Director Gillett said that it would be helpful for a discussion with the Board to assist with the technical issues and the non-business plan to provide staff guidance with the architecture aside from the business issues and noted this would be helpful for the public.

Mr. Hartnett commented that the technical issue is important and worth the discussion so there is a basic understanding as a platform to later discuss the actual policy and it would help identify what needs to be done to move forward.

Clipper Card

Mr. Hartnett also reported that he approved an amendment to the Clipper Card Memorandum of Understanding MOU that the Clipper Executive Board approved in August 2017.

Standard & Poor (S&P) Bond Rating

Mr. Hartnett reported on the S&P for Caltrain changed from A- to BBB +. Mr. Hartnett stated that the report identified specific conditions from 2016 as reason for the rating change. He also mentioned that the report states the agency's cash on hand was at a low point due to a lag of receiving of grant fund pledges to the agency from various sources. He also mentioned that the agency has taken steps to expedite the billing process so the funding owed to the agency will be received in time to support the agency's financial obligations. Mr. Hartnett also noted that the report was based on the limited reserve funding for the agency.

Director Zmuda commented that the credit rating report is bad news and stated the importance of this Board to monitor these issues. Ms. Zmuda also mentioned that in reading the report it clearly states that the cash on hand was well below the metrics that the rating agency used and noted that the credit worthiness will cost more in interest payments.

Ms. Zmuda commented that it is very important that the Board monitors these statistics on a regular basis and suggested a Finance Committee to assure that the Board would know the agency's financial status on a regular basis.

Mr. Hartnett agreed with the Board and stated that moving forward together with the finance director will come up with a plan to monitor the agency's financials with the guidance of the Board.

Director Pine suggested that this item should be included on the next meeting agenda and to hear from staff a little more on the details of the issues. Mr. Pine also stated that he understands that there could be potential PeopleSoft technical issues.

Director Bruins suggested that staff should consider forming a standing Finance Committee and if this committee would be of benefit to the agency.

Chair Gee commented that in the private sector there are bank covenant reports or metrics that are supposed to meet and usually they are at a board level measured against those metrics. Chair Gee noted that he understands that this is a public agency and not a private sector agency, but staff would need to meet bank covenants and suggested staff to contemplate on such report.

Mr. Hartnett commented that he will synthesize the Board comments and will present a few different suggestions for the Board's consideration.

Public Comment

Roland Lebrun, San Jose, stated that the cost of verifications went up by \$32 million with a grand total of \$235 million. Mr. Lebrun stated that there are two safety related incidents last month with no details, he expressed concerns that the agency is not providing details of where funding have been allocated.

Andy Chow, Redwood City, commented that staff needs to provide a plan above and beyond the basic needs of funding. Mr. Chow asked staff what is Caltrain's plan and would it be like Bay Area Rapid Transit BART, he noted that we need to know the plan for the agency. Mr. Chow stated if there is no plan then he will vote no on the ballot.

AMENDMENT OF THE FISCAL YEAR 2018 OPERATING BUDGET TO INCREASE REVENUES BY \$6,634,578 AND DECREASE EXPENSES BY \$2,698,966 FOR A NEW TOTAL OPERATING BUDGET OF \$145,494,598

Mr. Derek Hansel provided a summary of an amendment to the budget. Mr. Hansel noted that there is an increase of total revenue by \$6.5 million and a fare increase in parking revenue and a decrease of total expenses by \$2 million dollars. Mr. Hansel mentioned that the large item is the diesel fuel price decreased from \$2.20 to \$2.00 due to the hurricane tragedy; he noted that the cost is expected to continue for the next two to four few weeks depending on severity of the hurricane.

Public Comment

Jeff Carter, Millbrae, commended the staff on finding decreased amounts to the operating cost but commented that the agency is still too dependent on the rider fares to support the system. Mr. Carter requested that staff provide a report on the projected ridership based on the fare increase over the next year. He mentioned that the staff only provided the projected revenue and not the ridership.

Roland Lebrun, San Jose, commented that the rail operator services amount do not account for the reduction for the reduction on weekend service so the contract amount should be reduced by 1 million in a half and not including fuel. Mr. Lebrun also noted that assuming the cost for fuel is \$2.00 a gallon the correction estimate should be \$8.9 million and not \$10.6 million. Mr. Lebrun stated that he will demonstrate to the Santa Clara Valley Transportation Authority VTA that there is absolutely no access between the administration contract and funding legislation business plan.

Approved by Resolution No. 2017-46

Motion/Second: Gillett/Bruins

Ayes: Bruins, Davis, Gillett, Guilbault, Pine, Zmuda, Gee

Absent: Brinkman, Yeager

AWARD OF CONTRACT TO SPOSETO ENGINEERING, INC. FOR THE SUNNYVALE STATION PLATFORM REHABILITATION IN THE TOTAL AMOUNT OF \$753,000

Julie Taylor, Director of Contracts and Procurement, provided a summary of the request to approve and award a contract to lowest bidder Sposeto Engineering, Inc. in the amount of \$753,000 for the Sunnyvale Station Platform Rehabilitation project. Ms. Taylor noted that the project would reconstruct both platforms of the station where settling has occurred causing tripping hazards and also noted that this project would extend both platforms.

Approved by Resolution No. 2017-47

Motion/Second: Bruins/Guilbault

Ayes: Bruins, Davis, Gillett, Guilbault, Pine, Zmuda, Gee

Absent: Brinkman, Yeager

AMEND THE FISCAL YEAR 2018 CAPITAL BUDGET BY \$888,575 FOR TOTAL CAPITAL BUDGET OF \$67,348,295 AND INCREASE THE EXECUTIVE DIRECTOR'S CONTRACT CHANGE ORDER AUTHORITY BY \$3 MILLION FOR THE LOS GATOS CREEK BRIDGE REPLACEMENT PROJECT

Julie Taylor, Director of Contracts and Procurement, provided a summary of the request to amend FY2018 Capital Budget by \$888,575 for the authority to fully implement the Los Gatos Creek Bridge Replacement project and increase the Executive Director's change order authority by \$3 million for the project contract with DMZ Builders.

Ms. Taylor also noted that the scope of work will consist of replacing the structurally deficient Los Gatos Creek railroad bridge and provide a temporary layover area, both just south of the San Jose Diridon Station.

Director Bruins asked staff the total amount of contingency in original budget. Ms. Taylor responded 10 percent. Ms. Bruins requested that staff provide a report that summarizes and update on budgeted line items and contingency. Director Pine asked staff to provide clarification on the agency's policy to increase the Director's change order authority. Ms. Taylor responded that it is established at 10 percent within the contract but as a general rule the Executive Director can request for additional contract change order authority.

Approved by Resolution No. 2017-48

Motion/Second: Bruins/Zmuda

Ayes: Bruins, Davis, Gillett, Guilbault, Pine, Zmuda, Gee

Absent: Brinkman, Yeager

AUTHORIZE AND INCREASE IN THE EXECUTIVE DIRECTOR'S CONTRACT CHANGE ORDER AUTHORITY BY \$792,342 FOR THE SAN FRANCISCO ROADWAY BRIDGES REPLACEMENT PROJECT CONTRACT

Julie Taylor, Director of Contracts and Procurement, provided a summary of the request to authorize and increase in the Executive Director's contract change order authority in the amount of \$792,342 for the San Francisco Roadway Bridges Replacement Project Contract. Ms. Taylor noted that the project scope is to replace three structurally deficient roadway bridges over 22nd Street, 23rd Street, and Paul Avenue in San Francisco, which supports the JPB railroad tracks and to strengthen the abutments at the Jerrold Avenue Railroad Bridge. Ms. Taylor also commented that each of the roadway bridges carries and supports third party utility facilities such as water, sewer, gas, electrical, and fiber optic communications.

Director Bruins asked staff who is absorbing the cost of the schedule delay and additional construction costs resulting from modifications to the Auxiliary Water Supply System AWSS requested by the City and County of San Francisco CCSF. Michelle Bouchard, Chief Officer Operations Rail, responded that there has been continued discussion that the City of San Francisco will be seeking some reimbursement as part of the funding plan.

Approved by Resolution No. 2017-49

Motion/Second: Bruins/Pine

Ayes: Bruins, Davis, Gillett, Guilbault, Pine, Ramos, Yeager, Zmuda, Gee

Absent: Brinkman, Yeager

DUMBARTON TRANSPORTATION CORRIDOR STUDY UPDATE

Melissa Reggiardo, Principal Planner, provided an updated report on the Dumbarton Transportation Corridor Study and noted that this study examines improvements to the Highway Bridge and arterial approaches on each side of the bay, as well as the rail bridge, she also commented that it was important to develop a more holistic two-bridge vision that would emphasize transit improvements.

Ms. Reggiardo stated that SamTrans is the owner and operator of the Dumbarton Highway Bridge and acknowledges any recommended improvements on the facility would need to proceed through Caltrans planning processes, she reminded the Board that the study focused on both short- and long-term improvements and she summarized the following key highlights of phase of improvements over time:

- Mid-term (2025)
 - New double-tracked rail service from Redwood City (RWC) to Newark, not “interlined” at Caltrain
- Long-term (2030)
 - Further extend rail to Union City
- Impact
 - \$975m capital, \$23m O/M (for Rail Shuttle to Newark in mid-term)
 - Additional \$295m capital, \$32m O/M (to extend to Union City) in longer-term
- Longer-term (2035 or beyond)
 - Interline with Caltrain
 - Better connect to ACE, Capitol Corridor
- Impact
 - \$327m additional capital, \$38m O/M
 - 23,300 daily Transbay riders (270 percent increase) paired with express lanes on Highway Bridge

Ms. Reggiardo also noted that staff presented these preliminary recommendations and findings during stakeholder and public meetings scheduled in the East Bay and on the Peninsula during the month of August and noted that the draft report has been posted to the agency’s website and will continue collecting comments and feedback through SamTrans the month of September. Ms. Reggiardo also stated that staff expects to report to the Board by the end of the calendar year based on the number of comments that the agency receives.

Director Davis asked staff on the ridership for bus verses the rail and if both ridership estimates assume that both bus and rail were implemented. Ms. Reggiardo responded and stated that the 23,300 figure assumes that both projects are implemented on both bridges and all other ridership figures assume only one is built out. She also noted that the 21,300 daily riders assumes the bus improvement is in isolation and when both improvements are built the ridership on each will go down but overall ridership is greater.

Director Pine asked staff on the sense of state of the old rail bridge and assume it is 100 years old and if the staff assessed on building a new one. Ms. Reggiardo responded and stated that the goal is to use the existing study that was placed on hold in 2012. She mentioned that is not in great shape but commented that it is not a full build out of the bridge and it is only reconstruction of the existing foundation. Mr. Hartnett also noted that part of value is the right of way and if the bridge were not owned by SamTrans then there would not be any rights to go across it and noted that there is a real value.

Director Bruins asked if there is a timeline to when the bridge needs to be actively worked on or totally dismantled. Ms. Reggiardo responded there is a timeline and unsure that it is well defined but noted that the Coast Guard has asked the agency to address the bridge or take it down as it impedes inevitable waters. Joan Cassman, Legal Council, also commented that the agency has an ongoing dialog with the Coast Guard for this rail bridge; she said that the Coast Guard is willing to work with the agency and is also watching the bridge carefully for safety and hazard reasons.

Director Bruins asked staff on how well they have studied the foundation of the bridge. Ms. Reggiardo responded that the environmental work did a deep dive into the actual state of the bridge as part of the environmental analysis and has solid data to further design the bridge and establishes cost estimates and noted that the environmental review would need to be redone again at final stages.

Director Bruins asked staff on how is the funding on the work of the studies. Ms. Reggiardo responded that it is currently unknown, but noted that one of the first studies that would need to be redone is an analysis to find out if the project is viable.

Director Gillette advised staff to keep the bicycle pedestrian on the table. Ms. Reggiardo agreed and stated that staff has received many comments and taking fresh look at the width required and will present the tradeoff of each.

Chair Gee commented that he is aware that staff has been doing extensive outreach and part of the outreach is East Bay, cities including Union City and Newark. Chair Gee asked staff to provide feedback on the outreach. Ms. Reggiardo responded that Newark and Union City have been supportive and both appreciate the Dumbarton service in their cities, she also commented that the public response has expressed frustration from commuters that want to see a solution. Chair Gee was unclear about metrics and goals. Ms. Reggiardo responded that the report does list the goals and that includes enhance mobility, cost effectiveness, minimize environmental impacts, final risk and maximize safety as well as protect local communities from adverse impacts and noted that she could provide additional details. Chair Gee asked if they are all equal. Ms. Reggiardo stated there are different metrics in each. Chair Gee advised staff provide more details on which is the right metrics.

The Board members commended staff on the tremendous outreach and thanked staff on their hard work on this study.

Mr. Hartnett commented that there are tremendous public and corporate interests and specially thanked Facebook for their generous grant.

The Board members noted that the report is hefty and requested staff provides the members a physical copy of the report.

Public Comment

Roland Lebrun, San Jose, commented that this report is a complete failure and stated that there is no way outreach would support trains and noted that there is no way this project to be constructed for environmental reasons. Mr. Lebrun also advised SamTrans to get out of the rail business, if not; the agency will be studying this project for the next 30 years.

Vaughn Wolffe, Pleasanton, commented on the existing railroad and noted that if the agency is planning to have 6 trains per hour and if you had 4 trains that are longer you could carry the same number of people at a lower cost and also allow time slots on the right of way for trains coming from San Joaquin, Altamont Corridor Express (ACE) train and all could come across the peninsula with a single seat ride from the Tri Valley, single seat ride from San Joaquin Valley and single seat ride from Sacramento to come into Silicon Valley the main economic engine of Northern California. Mr. Wolffe commented that the study is wrong in respect to the idea of building another railroad to Union City, he also noted that if the agency took the \$295 million, the agency could buy 8 trains for ACE and have ACE trains run across bridge and it would be done cheaper and done in 2 years and by year 2025 the trains would be carrying more than 25,000 people.

Andy Chow, Redwood City, said that the 100 feet right of way width is sufficient for bus rail and bicycle pedestrian and he support the bus rail as it benefits the local transportation.

BOARD MEMBER REQUESTS

Director Davis asked staff if the Communications Based Overlay Signal System CBOSS budget will be discussed during Ad Hoc Committee and report back in October meeting. Ms. Brouchard responded, yes.

Director Bruins asked staff if they have responded to the public comment in regards to the Hillsdale South Access improvement. Ms. Brouchard stated yes and stated that the public commenter acknowledged that there are a joint set of issues and that it resides with the City of San Mateo and noted that there has been an active discussion and commented that staff can follow up and provide responses to certain parts of the issue. Director Bruins suggested that staff continue to provide a response to all public comments or provide an acknowledgement to the public's request.

DATE/TIME/PLACE OF NEXT REGULAR MEETING

Thursday, October 5, 2017, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

Adjourned at 12:06 p.m.