Chair Paul Bendix called the meeting to order at 5:45 p.m. John Hronowski led the Pledge of Allegiance.

Approval of Minutes
A motion (Hronowski/Tucker) to approve the minutes of March 21, 2012 was approved.

Public Comment
Jeff Carter, Burlingame, said last week he was on Train 276 and there were no announcements made that there was a delay until the train got to San Bruno when passengers were told the train would be at the station indefinitely until a car was removed from the tracks.

Chairperson's Report – Paul Bendix
Chair Bendix says he occasionally sees things online he finds interesting and would like to share with the committee. He asked if others would be interested in receiving information.

Assistant District Secretary Nancy McKenna said if the committee would like this done please email them to her and she will forward as to not violate the Brown Act.

Annual Passenger Counts
Director of Rail Michelle Bouchard reported:
- The data is used for evaluating service changes, identify trends in stations, times, trains and direction, validate revenue-based ridership estimates and identify potential access issues with parking capacity and connectivity.
- Headcounts are done on every weekday train averaged over five weekdays and every weekend train for one weekend only.
- The cost to conduct this exercise is approximately $200,000.
- This was the first time bikes denied boarding were counted.
- Average weekday ridership has consistently increased since 2004 at 42,354.
- Approximately 80 percent of riders are in the peak periods.
- All, but two stations, had an increase in ridership over 2011.
- The top 10 stations continue to be the same since approximately 2009.
All counties had double-digit increases in ridership with Santa Clara County having the largest at 14 percent.

There was a slight increase in the 2012 ridership for Gilroy.

There was robust growth on all service types, particularly those with shorter travel times, and this demonstrates the need for a family of services.

The top five northbound trains with maximum loads are Trains 329, 323, 369, 319 and 217. The top five southbound trains with maximum loads are Trains 378, 324, 280, 372 and 314.

Mid-day ridership increased despite reduction of four trains.

Average weekday bicycle ridership had a 15.8 percent increase.

On-board bike capacity was increased 31 percent in June 2011.

Bikes deny were consistent with self-reporting and information shared in board reading files. Bike denials were reported on Trains 324, 369 and 378.

The top five bicycle boarding stations are San Francisco, Palo Alto, Mountain View, Redwood City and San Jose Diridon.

Ridership on the pilot weekend Baby Bullet service decreased but ridership remains robust.

Next steps include:

- Fiscal Year (FY) 2013 budget remains challenging with fuel prices increasing and relying heavily on one-time funding sources.
- Staff remains very concerned about the projected budget deficit for FY2014 which will require additional one-time funds absent any dedicated revenue source for Caltrain operations.
- Staff is looking at potential restoration of some of the mid-day service in the areas where there is potential growth. The restoration is relatively cheap because existing crews would be used. Staff wants to do this restoration at a time when the transition to the new operator is complete.

Cat Tucker asked if there is any update on the Silicon Valley Leadership Group and their efforts. Ms. Bouchard said the effort is pushing forward and they are going to help staff with polling to see if a ballot measure for Caltrain would be possible.

Mr. Hronowski asked if it is possible to add a sixth car on the more popular trains. Ms. Bouchard said staff is willing to look at anything, but the fleet is fairly constrained.

Chair Bendix said he rides on weekends and the service seems slow. He asked what’s the cause of the decline in weekend ridership. Ms. Bouchard said she speculates there was a high amount of riders last year or bad weather this year on the Saturday the counts were done.

Scott Klemmer said when he rides on the weekends it is really slow. He said given the Baby Bullet ridership is lower than expected maybe the sweet spot for weekends service is limited trains.

Gerald Graham said it was encouraging to see the increases and he hopes Caltrain gets some sort of permanent funding.
Kevin Gardiner said in the correspondence file, passengers were happy with the use of the Gallery consists instead of the Bombardier consists on Train 324. He asked what the seating is on the Gallery and Bombardier cars. Ms. Bouchard said it is roughly a one-for-one, if there are 32 additional bike slots there are 32 additional seats on the Bombardiers. The reasons the Bombardiers operate on certain trains is the capacity balance between bikes and passengers, the Bombardier consists offer a smoother ride and they have two doors for boarding versus one door and stairs.

Chair Bendix asked if anyone has thought about the impact of ridership on Caltrain with electrification over the next 10 years. Ms. Bouchard said staff has ridership modeling and there is great potential with the ability to stop more often.

Mr. Klemmer said there have been a few delays over the last few weeks and a sure way for people to go back to driving is not passing information on to passengers when there is a delay.

Chair Bendix left at 6:40 p.m.

Vice Chair Klemmer took over the meeting.

Public Comment
Doug DeLong, Mountain View, said it would be nice if the operator of Warm Planet Bike Facility would get it clear that he is running a business and be a little less political. If he would not have accommodated all the extra bicycles he wouldn’t have kept hidden the fact that there is an excess of demand in San Francisco for a couple of years and he would have a profitable business that wouldn’t have required a subsidy and staff could have been doing something about increasing the capacity at the facility. It is pretty clear the Warm Planet Bike Facility is a big contributor to the bike bumping in San Francisco because people are forced to take their bikes on the train because there is not sufficient storage capacity.

Jeff Carter, Burlingame, said he started riding Southern Pacific when ridership was only 14,000. Over the years he has attended dozen of meetings where politicians said Southern Pacific needed to be replaced with BART because no one will ride the trains. Today’s ridership proves these people were completely wrong. In regards to bicyclists, he has heard people say Caltrain shouldn’t cater to bicyclists and this is not the attitude people should have. It is a lot cheaper to provide a bicycle space versus a parking spot. He said there is not enough weekend service with trains operating hourly.

Andy Chow, Redwood City, asked if the stations with increased ridership have bike parking facilities. He said shoulder peak ridership is a problem because that is when kids get out of school.

Staff Report - Michelle Bouchard
Ms. Bouchard reported:
- Performance for March 2012 versus March 2011
  - Weekday ridership increased 14.4 percent.
Fare revenue is approximately $500,000 above budget.
Year-to-date revenue is $43 million, 23 percent above last year.

- Baseball season started on Friday, April 13 and ridership was standing room only. Ridership is averaging about 4,500 additional passengers per game.
- A group of employees will be participating in the Out of the Darkness Suicide Prevention and Awareness Walk on June 9. It is a 18-mile walk from dusk to dawn in San Francisco.
- Operator transition is going well with 40 days until TransitAmerica takes over from Amtrak. Currently a new group of engineers are being qualified on the right-of-way. All new engineers currently operate on other properties and are Federal Railroad Administration certified, but need to be qualified on the local rules for the area. The qualification is occurring on non-revenue trains after hours and on the weekends on the Gilroy extension.
- The South Terminal Project is finishing up and there are still questions when ACE and Capitol Corridor will be stopping at Santa Clara. Staff is working out details with Union Pacific on their schedule and use of station.
- CAC recruitment for four positions, one in each county plus the vacancy in San Mateo is ongoing. There has been a great response with an excess of 20 applications. The deadline to apply is April 30.

Ms. Tucker asked if there is a marketing program to encourage ridership from Gilroy and to reach out to new riders. Ms. Bouchard said Executive Officer Customer Service and Marketing Rita Haskin would be the best to ask and she will reach out to her to provide information.

Mr. Klemmer asked if Caltrain has reached out to the large companies that have provide shuttle buses. It seems like Caltrain could partner with Facebook or Google to help get their employees to work who are coming from Gilroy.

Mr. Graham asked if staff had an answer about his original funding question from last month. He said Deputy CEO Chuck Harvey said Caltrain got $250 million from the State to buy the right a way and asked for clarification because he thought the money was put up by the three counties. San Mateo advanced San Francisco’s share and part of Santa Clara’s share so was this in addition to the State funds? Ms. Bouchard said it was local funding but will speak to staff and respond back next month.

Committee Comments
None

Date, Time and Location of Next Meeting:
May 16, 2012 at 5:40 p.m., San Mateo County Transit District Administrative Building, 2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Meeting adjoumed at 7:00 p.m.