

**CITIZENS ADVISORY COMMITTEE (CAC)
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
SAN MATEO COUNTY TRANSIT DISTRICT ADMINISTRATIVE BUILDING
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070**

MINUTES OF JUNE 17, 2015

MEMBERS PRESENT: C. Cobey (Chair), A. Levin, Y. Mills, B. Shaw, G. Scharff, C. Tucker

MEMBERS ABSENT: J. Berk, A. Lee, A. Sweet

STAFF PRESENT: J. Averill, D. Couch, C. Fromson, A. Maguigad, S. Petty

Chair Chris Cobey called the meeting to order at 5:40 p.m. and led the Pledge of Allegiance.

APPROVAL OF MINUTES OF MAY 20, 2015

Motion/Second: Scharff/Tucker

Ayes: Levin, Mills, Scharff, Shaw, Tucker, Cobey

Absent: Berk, Lee, Sweet

PUBLIC COMMENT

Shirley Johnson, San Francisco Bicycle Coalition (SFBC), said she is excited that the sixth Bombardier car will be converted into a bike car. She said in 2015 there was a huge increase in bicycle bumps, which means bicyclists are being forced off the trains and into their cars. Customers are willing to stand on Caltrain, but bicyclists are not willing to be left behind on the platform. Limited bike capacity equates to over \$500,000 lost revenue.

Jeff Carter, Millbrae, said he appreciates that Caltrain put out a brochure with information about the bus bridge during the station closure over the weekend.

Doug DeLong, Mountain View, said Caltrain is getting close to its capacity limit and electrification won't come for five years. The JPB could increase capacity 20 percent in the peak hours if they designed a schedule to get six trains per peak hour in each direction, which should be possible with current signal system and rolling stock. The average transit time from end-to-end needs to be 70 or 80 minutes, which means those trains would have to stop at selected stations. Overtakes reduces the capacity of the system. Any time there is an overtake in the schedule, it forces one train to wait at a station for six minutes. If there were no overtakes in the line and station stops were allocated by the amount of ridership at each station, it would provide 20 percent more seat miles per peak hour. The JPB could buy all the used locomotives that Amtrak is going to surplus on the East Coast.

Roland Lebrun, San Jose, said Caltrain does not need a third bike car and could achieve the same capacity if all the seats in the bike cars were removed. Citizens were ripped off by \$6 million because staff inflated the cost of fuel and the amount of fuel needed in the budget. He said administrative costs are \$15 million more than other agencies. He said staff should add 20 bullet trains to the schedule using the savings from the budget, and he estimates a cost recovery of \$5 million in farebox in the first year.

COMMITTEE COMMENTS

Adina Levin asked if picking up used electric trains is reasonable. Dave Couch, Project Delivery Director, said the objective is to buy two or three used electric locomotives. Staff may be able to acquire some of Amtrak's old locomotives. Staff will try to purchase an extra locomotive to use for spare parts. This is the plan and it is in the budget.

Ms. Levin said staff has said there will be consideration of schedule refinements before electrification and asked if it could be on a future CAC agenda. April Maguigad, Manager, Rail Operations, said service levels and how they are decided is a topic planned for August.

Brian Shaw said there is a growing homeless encampment near 4th and King between the Interstate 280 onramp and the rail yard, and it is not a safe condition.

Ms. Maguigad said it is off the JPB property.

Public Comment

Roland Lebrun, San Jose, said half the rolling stock the United Kingdom is buying is capable of running off grid. These trains are not even being discussed at JPB. The JPB shouldn't have to pay for them if the cars were financed and paid for out of farebox revenue.

CHAIRPERSON'S REPORT

Chair Cobey said:

- He looked at the 2014 Caltrain Customer Satisfaction Survey and 1,300 comments were received.
- He is working with staff whether to add to the work plan train labeling, onboard Wi-Fi, quiet cars, and the annual surveys and options for obtaining alternate methods for sampling the opinions of customers.

SUBCOMMITTEE REPORT: AMENDMENT TO BYLAWS

Mr. Shaw said the subcommittee recommendations are presented in the packet. The changes are:

- To allow the Chair to present the report to the Board in a manner the chair deems suitable, and may delegate the responsibility to another CAC member.
- Deleting the requirement to hold one meeting in San Francisco and one meeting in Santa Clara County.
- Remove the reference to "excused" when discussing absences.

Greg Scharff said the attendance policy is not very flexible if there was a very good reason for missing four meetings, such as a car accident. Ms. Maguigad said the attendance policy is very similar to the other CACs.

PRESENTATION ON SCHEDULE COORDINATION WITH THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)

Kermit Cuff, Service Planning Supervisor, VTA, said VTA works closely with Caltrain planners and are constantly in communication with them about schedule changes. The VTA's position is to react to whatever changes Caltrain makes. VTA staff work with Caltrain staff on Levi's Stadium events and he appreciates how well Caltrain staff works with his staff. He said on lines that meet with Caltrain, if Caltrain moves their schedule two minutes, VTA moves their schedule two minutes to align with Caltrain. VTA service is geared off the Caltrain service. He said Line 55 passes through the Sunnyvale Caltrain Station every 15 minutes in the peak hours and 30 minutes in the mid-day. There are a lot of important considerations for schedulers. The number one consideration for Line 55 is Fremont High School. The class times are critical and there are extra service buses to meet them. Having to serve many people on a particular line drives the schedule. The Sunnyvale Caltrain Station is a critical connection on that line as well, and there is also the light-rail connection at Great America. There are other less important considerations and connecting bus lines. The difficulty for meeting Caltrain is there is a northbound and southbound bus. For the Northbound 55, a passenger might be going to a southbound Caltrain or a northbound Caltrain, or could be getting off a northbound Caltrain wanting to go north on Line 55, or from a southbound Caltrain wanting to go north on Line 55. For that one direction, there are four different options, and when the southbound direction is included, there are eight possible options. For every route that crosses Caltrain, there are eight possibilities that customers may want to connect to. Any one of the connections could work well for one person but might be a 25-minute miss for someone else in the off peak. It is difficult to have all those work. The best way to make it work is to have frequent service.

Mr. Cuff said time transfers are done late at night between buses. Downtown buses and trains wait for each other where appropriate. Doing that during the day on buses and Caltrain would add quite a bit of running time. Running time is expensive to add, and means an extra vehicle or two on the line. VTA can't add even one peak-hour bus right now because there are no more buses to add for a couple of years. The best solution is frequency. There were late-night buses on Line 55 that were just missing the Caltrain connection and staff has moved those bus schedules later to meet the trains beginning in July. However, by fixing that, when a bus gets to De Anza College, another bus has to come up from South San Jose to cover the northbound trip because that schedule couldn't be altered.

Mr. Shaw asked if there is a VTA operational policy about how long the bus will wait for a train. Mr. Cuff said generally they are supposed to go at their designated time, but they are asked to wait if they see people coming. On some lines the buses are told to wait up to a certain amount of minutes depending on the line. If it is a Caltrain connection, buses and the light-rail are told to wait for important connections unless it is a frequent line that runs every 10 or 15 minutes or so.

Cat Tucker said VTA ran a special bus from Gilroy to Levi's Stadium and she heard a lot of positive comments and thanked Mr. Cuff.

Ms. Levin asked how a passenger is to know if a connecting bus has a policy to wait for Caltrain and what the highest use connections are. Mr. Cuff said he will think about how to make that information available.

Ms. Levin asked if VTA will consider using a transit screen that shows the various times of arrival for other services. Ms. Maguigad said it is the Metropolitan Transportation Commission's (MTC) decision where to put those screens.

Ms. Levin said she would like this type of presentation once a year for each county.

Mr. Scharff said it would be good if real-time schedule information for Caltrain and VTA was provided to the public for third party mobile phone applications.

Ms. Levin said the real-time information comes through MTC and they provide the platform but it has some reliability issues. MTC is looking into updating the technology they are using.

Ms. Mills asked if there is something that shows where stops are for Stanford Research Park. Mr. Cuff said the system map shows where all the routes and stops are. Ms. Maguigad said 511.org has that information.

Mr. Shaw said there is a guide on the Stanford website for the Research Park that shows all the transportation service providers and where they go.

Public Comment

Robert Kirby, Sunnyvale, said Mr. Cuff has previously been employee of the year. He is glad Schedule 55 is going to be fixed. He said he recommends the CAC recommend a policy change. The policy is currently at the best guess of the VTA staff and if the VTA policy was that meeting Caltrain connections was more important than other things, it would serve to make sure connections like Schedule 55 are made. He said an efficient transportation system is grounded in a rail system followed by feeder routes, and that is what he would encourage as policy.

Roland Lebrun, San Jose, said a mobile application for VTA schedules is vta.transloc.com, and once the buses have Wi-Fi all buses will show up. The new administration finally recognizes the backbone of Silicon Valley is Caltrain, not VTA light rail. The Downtown Area Shuttle is not convenient for his return trip. There is no reason the Caltrain train that stops at Diridon Station should not go to Tamien Station, but it doesn't.

CALTRAIN MODERNIZATION PROGRAM UPDATE – PRESENTATION ON ELECTRIC MULTIPLE UNIT (EMU) PROCUREMENT – SEATS/STANDEES/BIKES/BATHROOMS BALANCE

Sebastian Petty, Senior Planner, presented:

- The purpose is to develop a framework for the draft EMU Request for Proposals (RFP) and to receive feedback on car configuration and the range of increased seats and bikes onboard.
- Average weekday ridership has increased 143 percent since 2004.
- Onboard bike capacity is exceeded today.
 - 11 percent (about 6,000) of customers bring bikes onboard
 - 1 percent of customers (about 600) park bikes before boarding
- Challenge
 - Over capacity on peak-hour trains
 - More and more customers are standing
 - Ongoing bike bumping challenges
- Bikes Onboard Program
 - Program began in mid-1990s
 - Over time, removed seats and added bike space
 - In 2004, Gallery trains could hold 32 bikes and Bombardier trains could hold 16 bikes
 - Today, Gallery trains can hold 80 bikes and Bombardier trains can hold 48 (with the added Bombardier cars, Bombardier trains will be able to hold 72)
- Wayside Facilities
 - Two thousand wayside parking spaced by various facilities
 - Needs modernization
 - Regional Bike Share Program
- Strategic Plan (adopted 2014)
 - Safety
 - Maximize passenger capacity
 - Address onboard accommodation of bikes, luggage and passenger facilities
 - Maintain comfort
 - Complement bikes onboard program with consistent capacity information and wayside improvements
- Title VI (adopted 2013)
 - Compliance with Federal civil rights requirements
 - Caltrain standards for evaluation
 - Sufficient seating capacity to meet demand is a priority
 - During peak it is not always possible to provide a seat for each passenger
 - Peak load factor: 1.2 customers per seat
 - Off-peak load factor: 1 customer per seat
- Customer Preference Survey
 - Over 4,000 responses to the opt-in survey
 - Not statistically valid
 - Survey highlights

- Seats/Standee Related
 - Average trip onboard Caltrain – 28 percent from 31 to 45 minutes, 26 percent from 46 to 60 minutes
 - Seat availability (destination trip) – 64 percent always, 17 percent standing up to 10 minutes, 7 percent standing more than 20 minutes
 - Seat availability (return trip) – 57 percent always, 19 percent standing up to 10 minutes, 8 percent standing more than 20 minutes
- Bike Related
 - Brought bike onboard – 44 percent
 - Bumped in the last year – 46 percent never, 13 percent once, 30 percent two to 12 times
 - Staffed bike facility an alternative – 52 percent yes
 - Bike lockers an option – 49 percent yes
 - Bike sharing as alternative – 39 percent yes
 - Shuttles as alternative – 47 yes
- Bathroom Related
 - Use of bathroom – 53 percent yes
 - How often utilized – 2 percent never, 23 percent once a year, 60 percent two to 12 times, 13 percent multiple times per month, 3 percent multiple times per week
- Summary Results
 - Weighted average of what the highest desire is on a scale of 1 to 5
 - Seating – 4.5
 - Standing room/leaning area – 3.26
 - Bike storage – 3.11
 - Bathroom – 2.18
- Bay Area Systems
 - VTA: No bathrooms per train, six to 18 onboard bike spaces
 - Muni: No bathrooms per train, no onboard bike spaces
 - Bay Area Rapid Transit: No bathrooms per train, six to 20 onboard bike spaces
 - Caltrain: two to five bathrooms per train, 72 to 80 onboard bike spaces
 - Capitol Corridor: bathrooms on every car, 25 to 32 onboard bike spaces
 - Altamont Commuter Express (ACE): bathrooms on every car, 22 to 54 onboard bike spaces
- Staff Recommendation
 - Context/approach
 - Multiple EMU builders
 - Range of internal configurations
 - Specific numbers difficult to establish
 - Balanced approach to maximize seats/standees and bike capacity
 - Increased service per peak hour
 - Today
 - Five trains per direction

- Five-car trains
 - With added Bombardier cars
 - Five trains per direction
 - Five-car and six-car trains
 - With electric service in 2020
 - Six trains per direction
 - Six-car trains
 - Mixed EMUs and diesel fleet
- Electric service benefits
 - Today a Baby Bullet train takes 60 minutes and makes six stops from San Francisco to San Jose
 - After electrification a Baby Bullet train could take 45 minutes to travel from San Francisco to San Jose, or at 60 minutes could make 13 stops
- Key recommendations
 - Grow seats/standees and bike capacity
 - Apply a 9-1 ratio of seats to bikes
 - Invest in wayside bike capacity
 - More comfort for standees
 - No bathrooms
- Additional bike recommendations
 - System-wide Bike Parking Management Plan: \$130,000
 - Wayside funding: \$3 million
 - Dedicated agency bike staff
 - Explore ways to increase predictability for onboard bike capacity
- Bathroom recommendation
 - No bathrooms in EMU cars
 - One ADA bathroom takes up 32 seats or 64 standee spaces
 - Saves capital, operations and maintenance costs
 - Low priority in survey
 - Bathroom availability
 - Diesel fleet
 - At two terminal stations
 - Future
 - Consider more bathrooms with station improvements
 - City support varies
- Next Steps: June – July activities:
 - Public meetings
 - Draft RFP to car builders
 - July JPB
 - Policy EMU decisions
 - Release EMU RFP
 - Important milestone for 2020 revenue service

Mr. Shaw asked if the cars could be reconfigured in the future for more bikes as demand grows. Mr. Couch said yes.

Ms. Tucker said she is supportive of bikes onboard, but when looking at the bigger picture, standing room is going up by 50 percent, so staff is planning to have much more standing space. She said riders would be upset if they had to stand all the time. Mr. Couch said there will be space in vestibules and aisles, but this is not removing seats to provide more standee space, just a configuration that will allow more standing room. It doesn't mean the JPB will eliminate seats, but some areas that are accessible can be used for standees.

Mr. Scharff said staff should take out seats to make more standee space to allow more capacity. Standees usually stand for only 10 to 15 minutes. He asked if all trains have to be the same or if peak and non-peak trains can be configured differently. Ms. Maguigad said all trains need to be the same. Consists rotate four to six times a day, and the JPB can't keep certain trains for certain times. When electrified, more trains will be in the service and they need to be the same.

Mr. Scharff said as roads get more congested Caltrain demand goes up. He asked how everyone will be accommodated if demand grows. Mr. Couch said next step to increase capacity after electrification is to go from six-car trains to eight-car trains, but that will require platform reconfigurations.

Mr. Scharff asked if the funding is in place to make that change before Caltrain runs out of capacity or if the JPB can just take out seats to create more standee space. Mr. Couch said seats can be removed. He said funding is short to get six-car electrified trains, and the next step in capacity is getting rid of the diesel trains from the fleet and getting a 100 percent electric train fleet.

Mr. Scharff said he would like to accommodate bikes but not at the expense of passenger capacity, so he agrees with the staff recommendation on bike capacity, but it depends on the ridership growth projections. He said he is fine with bathrooms going away. He asked if it is possible to have one bathroom only in one car for each train. Mr. Couch said that is an option.

Ms. Mills asked what is given up when a bike is brought onboard. Mr. Couch said one bike takes up one seat, so one person and one bike takes up two seats.

Ms. Mills said if alcohol is allowed on trains, bathrooms should be on trains. Having no bathrooms would make it difficult for families with young children. Many people have said they would not take the train if they could not get a seat. She would consider driving over standing.

Ms. Levin said there was a lot of public feedback at the board meeting on bathrooms and most were arguing in favor of maintaining at least one bathroom on the train for long trips, young and old people, and people who attend events. Only 17 percent of survey responders said bathrooms were important to them, but 80 percent of people taking trips longer than 45 minutes felt bathrooms were important. She said \$3 million is not enough for bike wayside facilities; it would be more like \$10 million to meet the need for first and last mile. Caltrain's goal should be to get \$10 million for wayside facilities.

Ms. Mills said one incident that stops or delays trains would make bathrooms much more important to many more people.

Mr. Scharff said the CAC should make a recommendation that each train should have one bathroom.

Ms. Tucker said standees should pay less money and asked if bikes are going to be charged more for taking up two spaces. Mr. Petty said no, not directly in relation to variable pricing. He said the ten-year business plan contemplates a regular schedule of fare increases. The JPB is prohibited under State law for charging for the carriage of a bicycle because it is treated as luggage.

Ms. Tucker said more people will drive if they have to stand. She said carpooling is an alternate transportation option.

Public Comment

John Carpenter, Mountain View, said Bombardier cars have two levels and mezzanines on each end. If they were configured for high platforms, the doors would be at the mezzanine, which would be the accessibility level and would include space for bikes, wheelchairs and bathrooms. Bombardier cars configured for low platforms would have exits on the lower floor and would also have the accessibility. He said there could be a mixed car that serves both platforms with doors on the lower level and doors on the mezzanines. He said fewer people are going to have to work set hours, which means the volume at the peak can be spread over two or three hours and that will relieve the capacity issue.

Roland Lebrun, San Jose, said having bathrooms depends on where the rider lives and how long they're on the train. The two bathrooms on the Gallery cars are insufficient. On CHSRA there is a minimum of one bathroom per carriage and there are no standees. First class seats have two bathrooms. He said SamTrans should be fired and someone else should run Caltrain.

Jeff Carter, Millbrae, said capacity needs to be addressed. He said Caltrain should go to 10- or 12-car trains like is done on other rail systems, which means Caltrain would need to extend platforms or have A/B patterns where some doors don't open. Caltrain needs longer trains and more than six per hour. Some people have bad backs and it is uncomfortable to stand for a long period of time. There should be enough seats available on all trains. People don't like to stand and might rather drive. Bringing a bike onboard takes up an extra seat, but also frees up a parking space at the station and won't take up space on transit vehicles.

Andy Chow, Redwood City, said the staff proposal to keep bike capacity at the new increased level is appropriate. To increase onboard bike space would require purchasing a new railcar for every train. Instead, Caltrain needs to improve wayside facilities to save money.

Doug DeLong, Mountain View, said he is shocked that wayside facilities are so paltry. If \$3 million is not enough he would support a larger figure to deal with that problem. Not all trains are uniformly crowded in the peak hour. Capacity is wasted by having some trains more desirable than others. If all trains were designed to go end to end in the same amount of time, they could carry more seated passengers without changing anything but the schedule. He agrees there should be at least one bathroom per train. He said staff is trying to un-sell the bathrooms.

Shirley Johnson, SFBC, said she is recommending bike capacity for 20 percent of passengers in a two-step implementation, 16 percent in 2020 and 20 percent in 2022. She said bike boardings outpace walk-on boardings. She got this information from Caltrain's own data.

Motion to recommend to the Board that the EMUs should have at least one bathroom per trainset.

Motion/Second: Scharff/Levin

Ayes: Levin, Mills, Scharff, Tucker, Cobey

Absent: Berk, Lee, Sweet

Abstain: Shaw

Ms. Levin said she supports the goal of 20 percent bikes onboard. She would like to see full support including complementary off-board facilities to achieve that goal.

Mr. Shaw said that is predicting the future and trying to make decisions today about bike use in seven years. He said cars can be reconfigured in the future if bike demand grows. What is most important is to get as many people on the trains as possible.

Ms. Levin said Caltrain should beef up wayside facilities and she supports greater budgeting for wayside facilities. She made a motion to have a bigger budget for off-board facilities enough to address a 20 percent total overall bicycle usage with Caltrain. The motion failed due to a lack of a second.

Ms. Tucker said she would like the motion to approve the staff EMU recommendation except for the bathrooms and to investigate additional funding for wayside bike capacity.

Ms. Mills said 11 percent ridership is from bike riders and for every bike increase Caltrain loses revenue for another person. She does not agree with 9 to 1 ratio to increase capacity for a half of a person does not make sense for increased ridership and revenue issues. She said 11 percent of people swayed this discussion quite a bit.

Mr. Scharff asked if Caltrain will run out of capacity for non-bicyclists in the next five years. Mr. Petty said he does not have an answer to that question because it would reflect what would happen on particular trains and it would reflect an operational practice among the conductors about what point they felt there would be an unsafe condition.

Mr. Scharff said he would not add bike capacity at the expense of someone who could stand. He said he would amend the motion to say staff should look at bike capacity in terms of whether it will lead to denial of non-bicycling passengers. He asked if by using the 9 to 1 ratio staff would be comfortable that Caltrain would not run out of capacity for walk-on passengers on a regular basis. Mr. Petty said yes.

Casey Fromson, Government Affairs Officer, said the \$3 million is Caltrain's portion for wayside improvements, but wherever possible, staff would build off a variety of other sources to get matching funds.

Mr. Scharff asked if staff will ask cities for funding for wayside facilities. Ms. Fromson said the \$3 million is seed money, and from that there is a planning process to go forward and staff will seek funds from a variety of other sources including cities.

Ms. Levin said Caltrain did a Bike Access and Parking Plan in 2008 and there has been minimal progress made on that due to lack of resources, budgets, and other challenges. She said the motion should include a clear statement about how to get funding.

Motion to support staff's key EMU recommendations to grow seats, standees and bike capacity, apply a 9 to 1 seats to bikes ratio onboard, invest in wayside bike capacity, and add more comfort for standees.

Motion/Second: Tucker/Scharff

Ayes: Scharff, Shaw, Tucker, Cobey

Absent: Berk, Lee, Sweet

Noes: Mills

Abstain: Levin

Motion did not pass.

PRESENTATION ON THE ANNUAL CALTRAIN PASSENGER COUNTS

Ms. Maguigad presented:

- Purpose of the counts is to get a reference from prior years. Data is used for validating the revenue-based ridership estimates.
- Manual counts are taken over five weekdays and one weekend.
- Average Weekday Ridership (AWR) was 58,245, a 10.7 percent increase over last year.
- Growth has spread on both peak hours and midday.
- All stations except College Park have increased ridership.
- The top 10 stations for weekly boardings have not changed; San Francisco is first and Palo Alto is second.
- All counties saw increases in ridership.
- Gilroy ridership has grown for the third consecutive year; it is up 100 riders per day over last year.
- Growth is on all train types, not just Bullets. Limited and local trains grew at a higher rate than Bullets.
- Forty percent of Bullets will have six-car trains starting on May 11.
- The last service change in October 2014 added five stops at 22nd Street for limited-stop trains.

- Average trip length is 28 miles for Bullets; weekday system-wide it is 22.7 miles.
- Average weekday bike ridership is up 5.7 percent.
- Bikes denied boarding numbers up.
- Saturday ridership grew significantly. Sunday ridership decreased.
- Ridership is at an all-time high and has increased 71 percent since 2010.
- Southbound commute is getting strong.
- Next steps:
 - Budgets have been drafted to meet ridership demand.
 - Increasing capacity is essential to continue ridership/revenue growth.
 - Staff will continue to develop ridership data to help develop a schedule pattern for post-electrification.

Public Comment

Roland Lebrun, San Jose, said post electrification CHSRA will be working and that will solve the capacity problem. Gilroy will give up on Caltrain and will use only CHSRA, and Palo Alto riders will have enough CHSRA trains per hour to stop using Caltrain. This will create a \$50 million hole in the revenue. Passenger counts take place in February when ridership is low. The counts should be real time.

Ms. Maguigad said staff conducts real-time counting at special events and when there is a need to.

STAFF REPORT

Follow-up Report

Ms. Maguigad said:

- April AWR was 58,371, a 5.6 percent increase over last April.
- April on-time performance was 89.1 percent.
- All Bombardier consists have the sixth Metrolink car. Staff is still working on details on complete refurbishment for the remaining Metrolink cars.
- The bus bridge service for the tunnel shut down went well; only one or two complaints were received.
- Four bridges are being replaced in San Mateo and staff anticipates the first of the four to be done in August or September and will require a weekend shutdown and bus bridge.
- The weekend of June 27 and 28 includes service for baseball, soccer, a Grateful Dead concert and Gay Pride.

DATE, TIME AND LOCATION OF NEXT MEETING:

July 15, 2015 at 5:40 p.m., San Mateo County Transit District Administrative Building, 2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Meeting adjourned at 8:39 p.m.