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EXECUTIVE DIRECTOR

**JPB Citizens Advisory Committee
San Mateo County Transit District Building
1250 San Carlos Avenue, San Carlos, CA 94070
Bacciocco Auditorium, 2nd Floor**

AGENDA

February 20, 2008, Wednesday

6:00 p.m.

STAFF LIAISON: Michelle Bouchard, Deputy Director, Rail Transportation

1. Pledge of Allegiance
2. Introduction of François Granade Representing San Francisco County
3. Roll Call
4. Approval of Meeting Minutes of December 19, 2007
5. Approval of Meeting Minutes of January 16, 2008
6. Public Comments (please fill out a speaker's card – one minute limit)
7. Program – Status Report: Caltrain 2025 (Bob Doty)
8. Chairperson's Report (Bruce Jenkins)
9. Committee Comments
10. Staff Report (M. Bouchard)
11. Date/Time/Place of Next Meeting
March 19, 2008 at 6:00 p.m., San Mateo County Transit District Building, Bacciocco
2nd Floor Auditorium, 1250 San Carlos Avenue, San Carlos, CA
12. Adjournment

CAC MEMBERS: **San Mateo County:** Paul Bendix, Gerald Graham (Vice-Chair), Sepi Richardson
San Francisco City & County: François Granade, John Hronowski, Michael Kiesling,
Santa Clara County: Bruce Jenkins (Chair), Jeff Shukis, Brian Wilfley

STAFF: Michelle Bouchard, Deputy Director, Rail Transportation, Rosemary Lake, Assistant District Secretary

PENINSULA CORRIDOR JOINT POWERS BOARD

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INFORMATION FOR THE PUBLIC

All items appearing on the agenda are subject to action by the Committee. Staff recommendations are subject to change by the Board.

If you have questions on the agenda, please contact the Assistant District Secretary at 650.508.6223. Assisted listening devices are available upon request. Agendas are posted on the JPB website at www.caltrain.com.

Location, Date and Time of Regular Meetings

Regular meetings are held at the San Mateo County Transit District Administrative Office located at 1250 San Carlos Ave., San Carlos, which is located one block west of the San Carlos Caltrain Station on El Camino Real. The office is also accessible by SamTrans bus routes: 390, 391, 295, 260, and KX.

The JPB Citizens Advisory Committee meets regularly on the third Wednesday of the month at 6 p.m. at the same location. Date, time and place may change as necessary.

Public Comment

If you wish to address the Committee, please fill out a speaker's card located on the agenda table and hand it to the Assistant District Secretary. If you have anything that you wish distributed to the Committee and included for the official record, please hand it to the Assistant District Secretary, who will distribute the information to the Committee members and staff.

Members of the public may address the Committee on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to one minute and items raised that require a response will be deferred for staff reply.

Accessibility for Individuals with Disabilities

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**JPB CITIZENS ADVISORY COMMITTEE
San Mateo County Transit District Administrative Building
1250 San Carlos Avenue San Carlos, CA 94070**

MINUTES - DECEMBER 19, 2007

COMMITTEE MEMBERS PRESENT: G. Graham, J. Hronowski, B. Jenkins, M. Kiesling (Chair), S. Richardson, B. Wilfley

COMMITTEE MEMBERS ABSENT: P. Bendix, J. Shukis

STAFF PRESENT: M. Bouchard, E. Glover, E. Harris, R. Lake

Chair Michael Kiesling called the meeting to order at 6:06 p.m. and led the Pledge of Allegiance.

Approval of Minutes

The minutes of November 14, 2007 were approved by the committee.

Public Comment

Jeff Carter, Burlingame, reported the following:

- A development is planned in Millbrae and Caltrain is only planning two tracks through the area. He said there needs to be passing tracks installed from Millbrae through South San Francisco in order to take advantage of High Speed Rail (HSR).
- Ferry service is planned for Redwood City and South San Francisco. He said ferry service is probably the least efficient transit service and the money would be better spent on SamTrans and Caltrain projects.
- Big Game ridership decreased due to the game time and lower stadium capacity.
- There should be express service on weekends to take the pressure off crowded local trains, especially during the holiday season.

Report from Nominating Committee – Election of 2008 Officers

Nominating Committee members John Hronowski, Sepi Richardson and Brian Wilfley recommended Bruce Jenkins for Chair and Gerald Graham for Vice-Chair. After no nominations were made from the floor, a motion(Richardson/Hronowski) to elect Mr. Jenkins as Chair and Mr. Graham as Vice-Chair was approved by a unanimous vote.

Presentation – Millbrae/SFO BART Service Change Response

Eric Harris, Manager, Operations Planning, reported on proposed changes to SamTrans Route 292 to serve the Millbrae Intermodal station for a Millbrae/BART SFO connection.

- On January 1, 2008 BART will discontinue direct trains between Millbrae and SFO.
- Route 292 re-routing review included potential ridership, impacts on existing riders if the service was provided and how competitive would it be time-wise with what BART will be offering, which is taking a train to San Bruno and transferring to BART for a connection to SFO.

- Data from walking and timing at moderate speed shows current northbound travel time from Caltrain to BART/SFO is just under 13 minutes. The new BART schedule would be just under 19 minutes. Without massive additional costs and more service, Route 292 travel time from the west side of the Millbrae station would be 25.09 minutes and 26.09 minutes from the east side of the station. Southbound travel was essentially the reverse.
- Approximately 800 current riders would be inconvenienced on weekdays in both directions, which is over 20 percent of the riders. The change would add about 10 minutes to their trip.
- Caltrain monthly ticket holders for two-zone travel or greater would use Route 292 free, producing no extra revenue. If half the present ridership on BART were to use Route 292 as fare-paying riders, it would produce \$530 per day or about \$194,300 in annual revenue, which is much lower than the cost of operating the service.
- Additional negative issues using Route 292 service to SFO include inconvenience to passengers traveling with a lot of luggage, slow elevators, lack of down escalators, narrow bus doorways and exposure to bad weather. Providing Route 292 timed connections with Caltrain would increase the cost of this option.
- Positive issues include the ability of passengers going to SFO to exit at a bus stop near their terminal and many of the Caltrain passengers will ride Route 292 free. This may reduce travel time for some SamTrans passengers traveling to SFO who must now use Routes 292 or the KX from Burlingame, San Mateo or Hillsdale.

Staff recommends keeping Route 292 on its current alignment to avoid negative impacts on current passengers, monitoring customer changes in BART service, consideration to provide a Millbrae/SFO connection as part of a future route restructuring and consideration of a possible shuttle-type service if a subsidy can be identified.

Public Comment

Mr. Carter said San Mateo County spent \$1.5 billion for the Millbrae Intermodal station. It will now take Caltrain riders longer to reach SFO and cost \$1.50, which used to be free. He hopes serious consideration is given to the possibility of offering a free shuttle. He said there could be a potential connection point at the Broadway station with Route 292, which does not have to be re-routed.

Chair Kiesling said a shuttle connection was operated by the airport before the BART connection. He said SamTrans has made a good case that the passengers on Route 292 should not have been subjected to a longer ride to make up for the lack of a BART connection to SFO. He said a solution would involve finding funding to provide a shuttle from the Millbrae station to SFO.

Mr. Harris said that if there were fewer riders on Route 292 and more potential riders to SFO there may have been a recommendation to change service to SFO but at this time it is a bit risky and inconvenient to the existing ridership on Route 292.

Public Comment

Elliot Poger, San Francisco, asked if SamTrans has data about the effectiveness of a city bus route that has been used for a connection similar to the Millbrae/BART SFO service.

Mr. Harris said AC Transit used to run the same route as AirBart, but with intermediate stops. Although the service was reasonably good it was perceived as inferior to running a shuttle. He said BART is currently carrying 700 passengers from Millbrae to SFO and to expect more than that would be an unreasonable assumption.

Mr. Poger asked if the 700 passenger count changes with certain peak air travel periods. He asked if a shuttle might be useful during periods of heavier travel. Mr. Harris said the service change study focused on Route 292 changes and did not focus on exploring shuttles.

Ms. Richardson said, as Vice Mayor of Brisbane, she sits on the Shuttle Service Alliance. The group is always looking at opportunities to expand shuttle service and may be able to help with funding opportunities to lessen the impact of the BART change on travelers.

Ms. Richardson said she has had numerous calls from people who get off at the South San Francisco BART station near the parking lot and have to walk around the station to get to a bus stop. She asked staff to investigate this problem.

Mr. Graham said a SamTrans bus goes to Trousdale Avenue in Burlingame and around Millbrae and this route could be extended to run to SFO. He said perhaps the Pittsburg Bay Point BART train could be hooked into Millbrae, which would increase the schedule by about a half-an-hour and probably require two trains to the route. He said BART is giving a break to airport passengers because the fare between Millbrae and BART is not going to be increased to compensate for the inconvenience of transferring. Mr. Harris said the bus going to Trousdale Avenue is Route 342 and runs only during day time hours. He said staff could review Mr. Graham's suggestion.

Mr. Hronowski said northbound Caltrain customers will be inconvenienced by the BART change and he would like to see some type of shuttle service to SFO.

Mr. Wilfley said he remembers the ease of shuttle service between Millbrae and SFO and said this would be the most efficacious way to get travelers to SFO.

Chair Kiesling thanked Mr. Harris and staff for trying to find a solution to the discontinued northbound Millbrae/BART SFO service. He said San Mateo County spent \$1.5 billion for a system that is not providing promised service. He said it would be nice if SFO would come up with the funding to provide a shuttle but probably cannot do this since they have to pay for BART service.

Mr. Harris said the change in BART/SFO service will be an advantage for people who live in San Francisco and commute to the Peninsula because it will reduce their travel time by about six or seven minutes.

Report of the Chair

Chair Kiesling reported the following:

1. The last 12 months as Chair have been enjoyable.
2. The most important thing the CAC can do is support the railroad as it tries to change the face of America railroading with better equipment and progressive change in

rules. One by-product of this is how many bikes will be on each train car and what the relationship will be between bikes, space for bikes and people on a train.

3. 2008 will hopefully offer a bond on the November ballot for HSR.
4. Thanked staff for being such great people.

Staff Report

Michelle Bouchard, Deputy Director, Rail Transportation, reported the following:

1. Thanked Chair Kiesling for all his work as the CAC Chair in 2007. She commended the current and past members of the CAC for their courage in supporting the Baby Bullet service model.
2. November average weekday ridership is up 9.3 percent and revenue is up 18.2 percent. Ontime performance is down due to increased dwell times.
3. Delivery of new Bombardier low floor cars in the fall of 2008 will assist in boarding and help in the push towards electrification in 2014.
4. Special service was provided for an extra 2,500 riders for the Big Game and a total of 400 riders for the Barry Manilow/Brian Boitano ice show at AT&T Park.
5. Weekday service was provided on the Friday after Thanksgiving.
6. 96 trains will be provided for New Year's Eve service with free service after 11 p.m. The last train out of San Francisco will depart at about 2 a.m.
7. The 98 train timetable was approved by the JPB at its December meeting with implementation scheduled for March 3, 2008. This will close some critical gaps in evening peak off-peak service and help facilitate construction on the Caltrain right of way at the Burlingame station and California Avenue station in Palo Alto.
8. Future projects are scheduled for the South San Francisco and Santa Clara stations. Staff is investigating how more capacity can be provided through the San Jose Diridon station.
9. The Holiday Train was a huge success even though there were two derailments on the Harbor lead in Redwood City that connects to the Caltrain mainline. 18,000 to 20,000 people came to see the train and donated in excess of 4,000 toys. Since 2001, 35,000 gifts have been donated.
10. Congratulated Mr. Jenkins and Mr. Graham on their election as CAC officers.
11. The Caltrain Short Range Transit Plan will be presented at the January meeting.
12. Upcoming presentations will include a review of the budget, status report on the efforts of Rail Transformation Chief Bob Doty's discussions with national regulators and legislators on rail issues and an update by the Director of Capital Programs on construction that is going to lead to the success and fruition of the project 2025 vision.
13. The recruitment process is ongoing for a San Francisco representative to the CAC. The JPB hopes to recommend an applicant for appointment at the February JPB meeting.

Ms. Richardson thanked Chair Kiesling for reporting CAC activities at the monthly JPB meeting.

Public Comment

Doug DeLong, Mountain View, thanked staff for the procurement of eight new rail cars. He calculated how many seat miles there are in the current Caltrain schedule and the utilization Caltrain is achieving on those available seat miles. The rough numbers indicate farebox recovery is at or about the current utilization. He suggested half-hour service on weekends and more midday trains to increase ridership. Mr. DeLong suggested a presentation be given on how to handle the expected 6 to 10 percent ridership growth from 2008 to 2014.

Committee Comments

Mr. Jenkins thanked Chair Kiesling for a splendid year of service.

Ms. Richardson thanked staff for their leadership and involvement in transportation. She said she attended an international environmental exchange program and saw a remarkable portable solar charger. She suggested a presentation be made on this product.

Mr. Graham thanked Chair Kiesling and staff for their service this year. He said there is no information in the San Jose Diridon station that indicates to riders what track the trains will be on during weekends. He was told all trains leave on track three but said a stranger would not know this information. He said the Coast Starlight and Capital Corridor schedules are prominently displayed but did not see a schedule for Caltrain.

Ms. Bouchard said the Marketing Department is working with Operations to develop an interim signage plan for the San Jose Diridon station. The ultimate goal is digitized signage.

Mr. Hronowski congratulated staff on the success of the Holiday Train. He thanked Chair Kiesling for his leadership in 2007.

Mr. Wilfley thanked Chair Kiesling for his leadership in 2007. He attended the kick-off celebration for the California Avenue station project in Palo Alto. He said that whenever he talks to someone in the public about Caltrain operations he always ends his conversation by explaining what a pleasure it is to work for such an effective agency.

Date/Time/Place of Next Meeting

Wednesday, January 16, 2008 at 6:00 p.m., AT&T Park, Giant's Executive Offices, 3rd and Berry streets, 2nd Floor, Porthole Room, San Francisco CA 94107.

Adjournment

The meeting was adjourned at 7:11 p.m.



**JPB CITIZENS ADVISORY COMMITTEE
AT&T Park, SF Giant's Executive Offices
3rd & Berry Streets, 2nd Floor, Porthole Room
San Francisco, CA 94107**

MINUTES – JANUARY 16, 2008

Committee Members Present: P. Bendix, G. Graham, B. Jenkins (Chair),
M. Kiesling, S. Richardson

Committee Members Absent: J. Hronowski, J. Shukis, B. Wilfley

Staff Present: M. Bouchard, R. Lake, M. Lee-Skowronek, P. Reavey

Chair Bruce Jenkins called the meeting to order at 6:13 p.m.

Approval of Minutes

The minutes of December 19, 2007 will be approved at the February 20, 2008 meeting.
[The action to approve the minutes was invalid due to a lack of quorum. The item will be placed on the next committee agenda for approval.]

Presentation – Short Range Transit Plan (SRTP)

Marian Lee-Skowronek, Director, Planning and Development, reported the following:

- Caltrain submits a mini-SRTP every three years. This year the full report is due to the Metropolitan Transportation Commission (MTC).
- Key elements include vision/goals Caltrain Strategic Plan (2004) and Caltrain 2025 (2006), trends/performance, operations plan/budget and capital improvement program.
- The Caltrain Operating Plan addresses service levels, ridership, revenue and operating costs.
- The Caltrain operating budget indicates a structural deficit projected FY2009-FY2014 and excess funds projected FY2015-FY2017.
- Caltrain shuttle service anticipates an increased ridership of 5 percent/year, increased operating costs from \$1.3M (FY2007) to \$2.1M (FY2017) with costs being shared by shuttle sponsors, Bay Area Air Quality Management District (BAAQMD) and the Joint Powers Board.
- The Capital Improvement Program budget is \$1.8B from FY2008-FY2017. The major components of the program are to maintain a state of good repair and electrification of Caltrain. Solutions developed for anticipated funding shortfall include additional federal, state and local grants and innovative financing to possibly include public-private partnerships.
- The SRTP is scheduled to be approved at the February 7, 2008 JPB meeting.

Sepi Richardson arrived at 6:24 p.m. Quorum established.

Comments/Questions

Chair Jenkins asked what is involved with public-private partnership funding. Ms. Lee-Skowronek said this is more common strategy in Europe. It can be as simple as doing transit oriented development with a private developer and using some of the funding to build a garage or may involve agencies that sell off infrastructure such as a station to a private investor and share ridership revenue. There are pros/cons to this funding strategy.

Gerald Graham asked if Caltrain could sell depreciation. Deputy Director, Rail Transportation Michelle Bouchard said this is no longer a valid option. Director of Finance Trish Reavey said newer tax laws are trying to eliminate this option with additional restrictions on availability of options.

Mr. Graham asked if Caltrain could issue sales tax anticipation notes or revenue anticipation bonds. Ms. Bouchard said other transit agencies have sales tax-dedicated funding sources that can be used to leverage for large capital projects. Caltrain needs a dedicated funding source to open up leverage opportunities. She said Caltrain bonded on fare revenue to purchase eight railcars, which is a unique transaction to guarantee a bond.

Michael Kiesling asked if CAC members could receive a copy of the SRTP. Ms. Lee-Skowronek said members would receive an electronic copy this week.

Public Comment

Jeff Carter, Burlingame, said Caltrain needs to push for a dedicated funding source. He said Caltrain needs to increase service and provide more parking at train stations. Mr. Carter said he would like to see more objectivity to explain increased ridership in the SRTP.

Doug DeLong, Mountain View, said, in reference to the Strategic Plan, that plans for 110 trains is aiming low and 150 to 200 sounds more reasonable.

Chair Jenkins said he attended the San Joaquin Valley Rail Committee meeting last Thursday. The Division of Rail Report predicted that with current funding and the shortfall in rolling stock, California's system of trains will be at standing capacity within a few years.

Staff Report

Ms. Bouchard reported the following:

1. December average weekday ridership is up 6.2 percent and revenue is up 14.8 percent. On time performance is below the optimal 95 percent. Fall arrival of new bombardier cars will assist in boarding time and help to improve on time performance.
2. Special service was provided for an additional 350 riders for the Emerald Bowl.
3. Giant's ridership is expected to increase because of the loss of 3,000 parking spaces near AT&T Park.
4. The 98 train schedule will be implemented on March 3, 2008.
5. New pilot program for shuttle service between the Hillsdale and Belmont stations will begin on March 3, 2008.

6. A presentation is planned for the CAC to outline capital programs to be pursued in order to increase capacity with the challenges of signal system capacity and rolling stock.
7. An Amtrak strike is planned for January 30. President Bush appointed a Presidential Emergency Board to address issues between Amtrak and various unions.

Committee Comments

Mr. Graham said he notices BART riders at the San Bruno station transferring to SFO.

Mr. Kiesling said he attended a Senate hearing in Oakland last week and Rail Transformation Chief Bob Doty gave a presentation on Caltrain 2025. He said it would be good to see High Speed Rail come to this area and if High Speed Rail comes here, it would also generate money.

Date/Time/Place of Next Meeting

Wednesday, February 20, 2008 at 6:00 p.m., 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070.

Adjournment

The meeting was adjourned at 6:58 p.m.