

**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 FEBRUARY 20, 2019

MEMBERS PRESENT: K. Burke, L. Fernandez , L. Klein, C. Tucker, R. Valenciana (Vice Chair), B. Shaw (Chair)

MEMBERS ABSENT: P. Escobar

STAFF PRESENT: S. Petty, M. Reggiardo, R. Sebez, C. Harvey, L. Low, J. Navarrete, J. Navarro

Chair Brian Shaw called the meeting to order at 5:42 p.m. and led the Pledge of Allegiance.

**APPOINTMENT OF NOMINATING COMMITTEE
ELECTION OF OFFICERS**

Chair Shaw was re-elected chair

R. Valenciana was re-elected vice chair

Motion/Second: Klein/Burke

Ayes: Fernandez, Tucker, Valenciana, Shaw

Absent: Escobar

APPROVAL OF MINUTES OF JANUARY 16, 2019

Motion/Second: Klein / Fernandez

Ayes: Burke, Tucker, Valenciana, Shaw

Absent: Escobar

PUBLIC COMMENTS

Scott Yarborough, San Francisco, commented on the recent withdrawal of Lime Bike Service to the Peninsula, a bike share access company. He encouraged the committee to caution the JPB Board on over relying on private and unproven over the long term modes of accessing the station. Bike share is an option, but it depends where riders live and whether the concentration of bikes is available to be used as a reliable form of transportation. It is important to have reliable transportation for the first and last mile to get to and from the train, if you are unable to bring your bike onboard.

Shirley Johnson, San Francisco, presented a compilation of letters that has been sent to the JPB from seven different organizations. All seven organizations are asking for seats within view of bikes and a proportional increase in bike capacity on longer EMU trains. Regarding capacity, Shirley stated that staff does not ask the bike passengers what

they would do if they were unable to bring their bike on board, however she has asked the question and the majority of people said they drive alone, if they are unable to get their bike onboard. With a 7 car consist, there would be 84 bikes per train and today we have 77 bikes per train and is not a big increase, however she is optimistic because staff is working on bike parking and wayside solution improvements. With better bike parking, some passengers will not need to bring their bikes onboard. She stated that it is important to have bike space as it makes Caltrain a viable commute option for thousands of people.

Andy Chow stated that High Speed Rail has been working with Caltrain for over a decade after the approval of prop 1a. The biggest factor in changes and the biggest threat is politics between the White House and California. Andy stated that because there are a lot of jobs and construction, it is not easy to pull the plug especially since Caltrain is proceeding with electrification. Andy said that the biggest problem with prop 1a is that those that are against High Speed Rail use it to file lawsuits and slows down the project and keeps adding to the cost. He hopes that Caltrain can complete the electrification of the system.

Jeff Carter, Millbrae, stated that Caltrain is in the process of conducting the annual count; however weekends are not included due to the tunnel closure. He said that the committee should be concerned that weekends are not being counted as it is important to have the data regardless of the tunnel closure. Jeff directed the committee to his comments in the correspondence file regarding the Key Caltrain Performance Statistics in the JPB Board Agenda. He stated that there is no data to support the 33 percent decrease in ridership at Bayshore and should include the source/actual numbers to better understand. Lastly, in regards to weekends he stated that staff is looking at verifying the ridership estimates through the passenger counts, however if staff is not including weekends how can staff verify the weekend ridership estimates through ticket sales. Jeff stated that it is great that staff is updating the methodology, however needs to be refined and that he has more details in his correspondence.

Roland Lebrun, San Jose, stated that the governor has made it clear that, moving forward, there will no more spending between San Jose and Gilroy and the remaining funding will be used to extend the project in the Central Valley. Roland said that Caltrain will need to continue the project and look at the line between San Francisco and Gilroy and decide what infrastructure improvements need to be made. It is important to align at the LPMG level and the individual city council now and to start thinking about the full EIR between San Francisco and Gilroy to eventually propose additional sales tax to the voters in 2020. He stated that if everything is sorted out, the measure stands a chance to pass.

Adrian Brandt stated that the Atherton station had its weekday service suspended in 2005 due to low ridership and that the Atherton City Council is considering their Rail Committee's recommendation to restore weekday service in light of the electrification. He also stated that Atherton is currently a plaintiff suing to stop High Speed Rail and some electrification funding. Adrian stated that if service is restored, it will slow down service. Adrian said that an alternate solution is to consider a new station at 5th Ave as

it is a highly transit dependent community and is close to Stanford in Redwood City campus. In addition, 5th Ave is where Caltrain currently has a 4 track section so passing at that station would be relatively easy to facilitate.

Drew stated that there may be another piece that is happening in Atherton behind the scenes based on other meetings he attends. He stated that Senator Warner's bill in Sacramento regarding development near train stations. He said that there is concern regarding houses purchased near the train station then redeveloped into apartments and condominiums. He said that if the bill passes in Sacramento, it may affect how frequent a train stops at the particular station and drives other nuances that may be happening.

CHAIRPERSON'S REPORT

Chair Brian Shaw reported that member Cat Chang has resigned as she is moving to Southern California and that the committee will need to replace her spot. Chair Shaw also reminded the committee that meetings will be held whether there is a quorum (minimum of five members) or not, however asked the committee to continue to make the effort to attend so that they can vote and approve items. Chair Shaw also suggested the committee to encourage anyone that is interested to serve on the CAC to apply online. Chair Brian Shaw requested staff to provide an update on the impact of the Governor's decision on high speed rail and the recent actions by the White House on the funding and how that impacts Caltrain.

COMMITTEE COMMENTS

Member Lauren Fernandez requested a link to the online application for anyone that is interested in being appointed to serve on the CAC. Staff will provide all CAC member with the link for CAC member application.

Vice Chair Ricardo Valenciana asked staff to provide data on how different partner campuses are bike friendly.

Kevin Burke stated that the Caltrain Business Plan Group conducted a reddit "ask me anything" forum that went well. He noticed that the top question was regarding BART and Caltrain integration at Millbrae station and appreciates staff's efforts in continued dedication to synchronize train setups. Kevin advised that South San Francisco as has applied for a \$6M grant for bike and pedestrian funding for the East side of the South San Francisco station. He encourages anyone with thoughts and opinions regarding that to send them to the South San Francisco Bike and Pedestrian Advisory Committee. In regard to Atherton rail service, he hopes that Atherton is able to improve housing in the area in turn for rail more service.

Member Cat Tucker requested staff to provide the information and/or the policy on stopping and restarting service to stations. Robert Sebez, Rail Operations Manager, Compliance, advised the committee that staff will look into this matter and provide further information at a later date.

PUBLIC COMMENT

Roland Lebrun, San Jose, said that a mega hub is needed at Redwood junction to have the transfers between Dumbarton Corridor, Caltrain and potentially High Speed Rail and passing tracks. He also mentioned that Atherton has the funds to purchase the Atherton station and to take care of the housing problem.

CALTRAIN BUSINESS PLAN UPDATE

Sebastian Petty, Senior Policy Advisor with Caltrain and Project Manager for the Caltrain Business Plan, presented the Caltrain Business Plan Quarterly Update. This presentation was also presented at the January Board meeting. Monthly updates are presented at the local policy maker group. This presentation is a long-range service vision for Caltrain and he briefly commented on the statements made by the Governor. Staff understands that the state of California is still committed to the full build out of a High Speed Rail System that is compliant with prop 1a. Caltrain has funding agreements that carry those commitments forward and will continue to carry those out as part of the long range vision. Mr. Petty invited those that are interested in this topic to look for the High Speed rail legislative update scheduled for March that may reflect the details of the statements made by the Governor. Mr. Petty then continued to present the Caltrain Business Plan Quarterly Update.

The full PowerPoint presentation can be found on www.caltrain.com and at www.caltrain2040.org.

COMMITTEE COMMENTS

Member Kevin Burke asked if High Speed Rail is not implemented by 2040 and staff is still looking at running 12-16 train blended service, whether Caltrain would consider running more Caltrain trains, then. Mr. Petty responded by saying that there are some foundational assumptions made in the business plan and also respects the agreements the Agency has entered into. With that said the plan does not include to 4-track the corridor and assumes that High Speed Rail is there. In general, the plan is to build capacity around the corridor. He stated that this is a long range vision and will layout, in detail, the different phases of investment needed to get there and how much can service be improved. Kevin Burke then asked whether the changes made to grade-crossings improve the service by an x percent or do all grade-crossings need to be upgraded in order to realize the benefits to service. Mr. Petty advised that it is a complicated question and that there is not a clear linear relationship and that there are certain legal requirements that determine whether a grade-crossing need to be closed or separated and triggered by speeds over 125 mph and/or when you have more than 2 tracks. Kevin asked at what grade Caltrain can get to, if it did not have freight running on the corridor and whether increasing grade would be cost effective. Mr. Petty said that Caltrain standards are at a 1% grade and allows for 1.5% grade in some cases and that he does not have the answer as it involves a detailed and comprehensive study and a substantial analysis to understand the cost and engineering. Lastly, Kevin asked whether the plan will include speed limits approaching San Francisco to determine how many trains can be run per hour. Mr. Petty advised

that the plan will look at a new signaling system that would allow a closer separation between trains and will look at potential future infrastructure that would need to be built. Member Kevin Burke expressed his preference as more frequent service to help make the case for the higher sales tax.

Member Lauren Fernandez referred to the slide that talks about land use and transportation context in 2040, and noticed the biggest increase around 22nd St., however when looking at the service approaches there is no increased service there and asked how Caltrain will handle the growth in that area. Mr. Petty explained that the projection includes SOMA and Mission Bay growth and that 22nd St. station shows the highest levels of service in the moderate and high growth area with the Express and Local trains and said that High Speed Rail does not plan to stop there. Mr. Petty also stated that Caltrain is unable to perfectly allocated service to growth. Member Lauren suggested working with the City to work around Caltrain's constraints.

Member Larry Klein referred to page 21 in the PowerPoint presentation and suggested showing a breakdown of office vs. residential and also asked how old is the information collected. Mr. Petty said that he would go back to his team to determine what granularity of data is available. He then advised that the information was collected from the 2015 census, the Plan Bay Area data recently adopted by MTC in 2015, and incorporates major city policy decisions along the corridor, for example the approval of the central SOMA plan that goes above the Plan Bay Area and has been incorporated. Member Larry Klein explained that when looking at the differences between northbound and southbound having the additional residential and office space information, helps determine what stops are not being covered either northbound or southbound. Mr. Petty advised that although today, Sunnyvale has different stopping patterns between northbound and southbound, the business plan has symmetrical stopping patterns in both directions. Lastly, member Klein noticed that the www.caltrain2040.org does not easily identify the outreach meeting schedule.

Member Cat Tucker said that there are 3,000 additional condominium developments being built in Santa Clara and asked how will the plan relook and adjust the numbers during different phases of the plan to incorporate new residential and office space. Mr. Petty said that there is a demand side of the analysis and a supply side challenge and stated that within the parameters of the corridor today, the 16 train per hour pattern plan is probably the limit. After that, there would need to be a regional conversation about what can be done.

Chair Brian Shaw asked whether there is a planned timing for the organizational issues. Mr. Petty stated that the work is going on right now and that some of the components of that work are being shared with Caltrain's partners and that it will be made available to the public in the later spring timeframe.

PUBLIC COMMENTS

Roland Lebrun, San Jose, said that in regards to the funding, it will go through the Senate Hearing Committee on March 26th and then will go through appropriations in April. In regards to the Business Plan, he stated that it is heading in the right direction. In

regards to the grade-crossings, he stated that it was voted on in 1998 with prop 2000 measure A and that the VTA has spent \$28k in the last 20 years. In regards to signaling systems and closer headways, his expectation was that it was to be provided with PTC/CBOSS asked staff why that is not happening. There is a lot of development happening near Blossom Hill and noticed that those that live closer to the light rail would rather take the light rail to Tamien rather than walk to Blossom Hill Caltrain station. Roland stated that 10 car trains will never work and instead suggested to couple the 7 or 8 car trains as they do in Europe. Roland also stated that now is the time to implement passing tracks near Hillsdale. Realistically, Caltrain will need 8 commuter and 2 High Speed Rail trains and this scenario will be impossible without doing something between San Jose and Gilroy. The governor has made it clear that it will have one train operator and will start in the Central Valley and connect to the Peninsula. Roland also stated that there will not be Oakdale or 22nd St. and to look at Cesar Chavez. Lastly, Roland said that if freight is banned on the Peninsula, the only other alternative is 101.

Jeff Carter, Millbrae, shared his appreciation for Mr. Petty and what his staff has done with the Business Plan. He stated that when Caltrain can provide BART level of service, people will realize how great Caltrain can be with this plan.

Adrian Brandt stated that it is important to keep things in perspective and consider the value because although it will be expensive to add passing tracks and it will impact communities, San Mateo County's Hot Lane project, to add a Hot Lane for 20 miles, will cost \$0.5B. The build out is an enormous value and just as High Speed Rail was sold, what would it cost if it does not get build out. What would it cost to offer the same amount of capacity on 101, 6 lanes? Adrian stated that it is critical point to keep in mind. Regarding the grade, he stated that the 1 percent grade is an obstacle and that 2 percent grade opens up a new constellation of alternatives. EMU's in Europe run 3 to 4 percent grades with no problem. He also stated the level boarding is important and should be at the 22 or 25 inch level so that the low doors can be used and if and when High Speed Rail comes, high doors can be used. Regarding the diagrams in the Business Plan, they show the stations proportionally spaced however, Atherton shows closer to Redwood City when it is actually closer to Menlo Park. Lastly, he said that Mountain View Caltrain station is important as it serves light rail line, all of North Bayshore (Google) and working on a fixed guide system.

UPDATE ON THE DIRIDON INTEGRATED STATION CONCEPT PLAN

Melissa Reggiardo, Principal Planner with Caltrain Planning, presented the update on the Diridon integrated station concept plan.

The full PowerPoint presentation can be found on caltrain.com

COMMITTEE COMMENTS

Member Kevin Burke asked, with an elevation alignment, whether Caltrain can sell the rights of the land underneath the elevated station platform. Ms. Reggiardo responded that a major benefit of an elevated station configuration is what can potentially be

done with the space below the tracks. Since an elevated station is more expensive, it is important to maximize the use of the space. All options are being considered such as parking, bus facility, layover facility, small program retail, office space and/or relocation of PG&E utilities. If the station is elevated, the space below would definitely be utilized. Kevin Burke also mentioned that BART was sued by the San Jose sharks and whether Caltrain is in the same danger. Ms. Reggiardo responded that the 2040 project will be very thoughtful with its parking analysis and their stakeholders. Lastly, Kevin Burke expressed the need for better signage at the Diridon station letting passengers know that they could get to Oakland and/or Sacramento from there.

Chair Brian Shaw stated that there is a lot of bus activity at the Diridon station and assumes that the bus layout and integration will be looked at. Ms. Reggiardo confirmed that they are actively discussing that topic. He also mentioned that Europe and Asia may have station examples like Diridon and suggested to take a look at station examples to learn from.

PUBLIC COMMENTS

Roland Lebrun, San Jose, stated that the presentation is obsolete and the only viable scenario was not analyzed. There is a 75 slide presentation from the January 31st Joint Powers Advisory Board for Diridon meeting. Operation has a problem with the platforms being different lengths. Both San Fernando and Santa Clara options will not work. The underground space will be used to connect to the airport. The 2012 Olympics in Europe solved the bus problem that will work at the Diridon station.

Adrian Brandt stated that VTA chose to create a problem by putting BART in a poor transit connected place and externalized the cost and hopes that the transit agencies can work more cooperatively in the future.

STAFF REPORT UPDATE

Robert Sebez, Rail Operations Manager Compliance, reported:

On-time Performance (OTP) –

- **January:** The January 2019 OTP was 94.4% compared to 96.2% for January 2018.
 - **Vehicle on Tracks** – There were three days, January 16, 17, and 18, with a vehicle on the tracks that caused train delays.
 - **Mechanical Delays** – In January 2019 there were 411 minutes of delay due to mechanical issues compared to 439 minutes in January 2018.
 - **Trespasser Strikes** – There were two trespasser strikes on January 11 and 30, both resulting in a fatality.
- **December:** The December 2018 OTP was 92.2% compared to 93.9% for December 2017.

- **Trespasser Strikes** – There were three trespasser strikes on December 5, 19 and 25, all resulting in fatalities.
- **SF Weekend Caltrain Closure Update** – The SF Weekend Closure effective Saturday, October 6 continues through late spring 2019 with the exception of Saturday, January 5 and Sunday January 6, 2019 (the weekend prior to the 2019 College Football Playoff National Championship on Monday, January 7, 2019 at Levi's Stadium). In comparing the weekend train counts at Bayshore Station with the 2018 Annual Count baseline, total year-to-date weekend ridership at Bayshore station decreased by 31.7 percent as of January 21.
- **Caltrain 2019 Annual Count Survey** – The 2019 Caltrain Annual Count Survey started Tuesday, January 22, 2019 (the day after the Martin Luther King Holiday) and is anticipated to be completed in February. No weekend train counts will be conducted due to ridership impacts from the SF Weekend Caltrain Closure. A presentation to the Board summarizing the findings is targeted for Summer 2019.
- **Special Event Train Service –**
 - **Services Performed:**
 - **San Jose Sharks** – There were seven home games in December, five home games in January and three home games in February. Total post-game additional riders, boarding at San Jose Diridon station in December was 917 and in January was 1,194.

Total year-to-date post-game additional riders, boarding at San Jose Diridon station, was 4,638, which represents a 17 percent decrease compared to the same number of games in the 2017/2018 season.
 - **New Year's Eve Fireworks** – Caltrain operated two pre-event northbound and five post-event southbound special trains on New Year's Eve for SF fireworks show. Post-fireworks service carried 5,913 riders, which represents a 14 percent increase compared to 2017 ridership. Total additional riders alighting and boarding at San Francisco station was 11,001, an increase of 9 percent compared to 2017 ridership.
 - **SF 49er 2018 Season** – The 49ers hosted three home games in December: vs. the Indianapolis Colts on Sunday, December 9 at 1:05 p.m., the Seattle Seahawks on Sunday, December 16 at 1:05 p.m. and the Chicago Bears on Sunday, December 23 at 1:05 p.m. Caltrain operated one extra pre-game train with limited stops and one extra post-game local train from Mountain View to San Francisco. Total ridership alighting and boarding at Mountain View station was 4,768.

2018 pre and regular season total ridership alighting and boarding at Mountain View station was 16,061, a 13 percent decrease compared to the 2017 season.

- **2019 College Football Playoff National Championship** – Caltrain operated special event service Friday, January 4 through Monday, January 7, 2019 to accommodate the College Football National Championship festivities (with visiting teams Alabama Crimson Tide and Clemson Tigers) in Downtown San Jose and at Levi's Stadium. The special event weekend schedule included train service to all San Francisco stations (no weekend bus bridge service January 5 and 6 only). Information was posted to Caltrain's dedicated webpage: www.caltrain.com/cfbp
- **Caltrain NorMLK Celebration Train** – The Caltrain NorCalMLK Celebration Train operated on Monday, January 21, 2019. The 10-car train departed San Jose Diridon at 9:45 a.m. and made limited stops at Palo Alto and San Mateo prior to its arrival at San Francisco. Total ridership alighting at San Francisco was 913, which represents a 1 percent decrease compared to 2018 service.
- **NHL All-Star Weekend** – The NHL awarded the 2019 NHL All-Star Game to the hometown San Jose Sharks. No special event service was planned, but Caltrain monitored post-event ridership for the 2019 SAP NHL All-Star Skills Game on Friday, January 25 at 6 p.m. and the 2019 NHL All-Star Game on Saturday, January 26 at 5 p.m.
- **SF Giants Fan Fest** – On Saturday, February 9, 2019, Caltrain operated one extra pre-event northbound local train for the SF Giants Fan Fest that was held at Oracle Park from 10 a.m. to 3 p.m. There was no extra post-event southbound service as the SF Weekend Closure (Weekend Bus Bridge Service between Bayshore and SF stations) was in effect.
- **President's Day** – On Monday, February 18, 2019, in observance of the President's Day Holiday, Caltrain operated a Modified Schedule, Saturday Service with four extra trains in each direction including one round trip from Gilroy to San Francisco. The Tamien to SJ Diridon Weekend Shuttle operated additional shuttles. Schedules were made available onboard trains and on the Caltrain Website.
- **Services Scheduled:**
 - **San Jose Sharks** – The Sharks will host six games in March. Caltrain will track post-game ridership for all home games. No extra special trains are planned. For weeknight and Saturday night games, the last northbound train departs SJ Diridon station at 10:30 p.m. or 15 minutes after the game ends but departs no later than 10:45 p.m.

Customer Experience Taskforce –

Jennifer Navarrete, Customer Experience Communications Lead

- 2019 Customer Experience Satisfaction Survey:
 - 2019 Customer Experience Satisfaction Survey is being finalized

COMMITTEE COMMENTS:

Member Cat Tucker commented that the platform signage has been an issue for the last 10 years and would like to know what the obstacles are around that. Mr. Sebez responded that staff will look into that issue and although he was unable to provide a comprehensive response, he mentioned that there is a lot of construction projects that are interconnected, however will come back with a response.

PUBLIC COMMENTS

Doug DeLong, Mountain View, regarding the weekday service suspension at Atherton and Broadway, said he recalls that those 2 stations became candidates of suspended weekday service because of the hold-out rule and low ridership. He stated that it was not a cooperative agreement with the cities involved. Lastly, Doug requested an update with the reimbursement claim to AT&T of the Bridge replacement project as it has been close to a year without an update.

Adrian Brandt stated that the rubber curbs that are part of the crossing safety project, in the gauge of the rail, are missing and need to be checked and replaced. He also mentioned that the schedules at the station boards no longer have the highlighted times of the station respective station to easily identify the schedule times of that particular station.

Shirley Johnson, San Francisco, referred to the www.calmod.org website and asked whether the fleet in 2022 will still be a mixed fleet with both diesel and electric trains. Chair Shaw advised that it will depend on High Speed Rail and whether the line will be electrified from Diridon to Gilroy and until the line is electrified, there will be diesel trains to Gilroy. Shirley requested that the information be updated on the www.calmod.org website to include the percentage of potential diesel fleet as it makes a huge difference with capacity as the diesel trains have over 900 seats on the 7 car EMUs have about 750 seats.

JPB CAC Work Plan

March 20, 2019

- Joint CAC/BAC Workshop on Electric Train Configuration as Related to Bikes

April 17, 2019

- Legislative Update
- Wi-Fi Update

May 15, 2019

- Camera System

➤ Visual Messaging System

June 19, 2019

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July 17, 2019

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Items to be scheduled

- Schedule Audit – requested on 3/6/18 by Member Lauren Fernandez
- Presentation on a plan to clean-up right of way – requested by chair, Brian Shaw on 8/15/18.

DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:

March 20, 2019 at 5:40 p.m., San Mateo County Transit District Administrative Building,
2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Adjourned at 7:54 pm