

**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 MAY 15, 2019

MEMBERS PRESENT: A. Brandt, L. Fernandez, L. Klein, M. Romo, C. Tucker, R. Valenciana (Vice Chair), B. Shaw (Chair)

MEMBERS ABSENT: K. Burke, P. Escobar,

STAFF PRESENT: C. Fromson, D. Provence, S. Petty, C. David, J. Navarrete, J. Navarro

Chair Brian Shaw called the meeting to order at 5:43 p.m. and led the Pledge of Allegiance.

Chair Shaw introduced new CAC member Martin Romo representing San Francisco County.

Member Ricardo Valenciana arrived at 5:45 p.m.

APPROVAL OF MINUTES OF APRIL 17, 2019

Motion/Second: Klein / Tucker

Ayes: Brandt, Fernandez, Romo, Valenciana, Shaw

Absent: Burke, Escobar

**APPROVAL OF CITIZENS ADVISORY COMMITTEE AND BICYCLE ADVISORY COMMITTEE
JOINT WORKSHOP MINUTES OF APRIL 17, 2019**

Motion/Second: Tucker / Klein

Ayes: Brandt, Fernandez, Romo, Valenciana, Shaw

Absent: Burke, Escobar

PUBLIC COMMENT

Scott Yarbrough, San Francisco, commented on the EMC research polling data presented at the May 2nd JPB meeting. He stated that it suggests that public opposition to a "Caltrain Tax" increases when the opposition arguments highlight Caltrain's perceived affluent technology industry customers, and public support increases when arguments focus on reduction of traffic on freeways and the environmental benefits of cleaner air.

Scott also stated that the EMC data provide evidence that this evening's Caltrain staff recommendation of an EMU design that reduces on board bike capacity and increases dependence on bike and scooter share "micromobility" subsidiary companies owned by car corporations such as Uber, will potentially undermine Caltrain's public support for a Caltrain tax.

He then stated that the National Association of City Transportation Officials (NACTO) data, included in this evening's staff presentation on EMU redesign, show that 70% of micromobility companies do not offer discounts for low income users. That means Caltrain expects many current Caltrain users to pay for both, privately owned ride/bike/scooter share and Caltrain's costly fares.

Scott said that Caltrain will be asking the public to pay for a tax increase to create a reliable public funding source while simultaneously implementing policies that increase the cost of accessing Caltrain, enrich private transportation network companies through customer dependence on ride/bike/scooter share, and decrease air quality by increasing freeway traffic when cyclists decide to abandon their bikes and return to driving on freeways. Caltrain would no longer be a reliable and cost effective alternative.

Scott also said that if the JPB approves the staff recommendation to "redesign" EMU cars by simply adding three seats to the current EMU bike car, the JPB will make Caltrain vulnerable to opposing tactics identified by EMC.

Shirley Johnson, San Francisco, commented on the potential ballot measure for Caltrain dedicated funding. She said there is only 63% or 64% public support now and Caltrain will need to improve its image with the public to be able to get the 2/3 vote needed for the measure to pass. She said the way to improve public image is to listen to customers and keep promises made to the public. She said that it is important to pay attention to the hundreds of emails and over 1000 people who signed a petition for seats within view of bikes and more bike capacity on electric trains. The Joint Powers Board promised an 8:1 ratio of seats-to-bike-spaces on electric trains and she stated that the board must keep that promise. She said she is concerned that if Caltrain doesn't keep its promises, it will tarnish Caltrain's public image and make it hard for Caltrain to get the 2/3 vote needed.

George Kranen, Belmont, stated that although he appreciates the Eligible Discount offered with fares for riding the train, he said that there is a need to also offer Eligible Discounts for parking. He stated that BART does not charge for parking on weekends or holidays and would like to pay at least half the price for parking at Caltrain. He said that the \$5.50 for parking makes it uneconomical for patrons and requested the CAC to propose an Eligible Discount for parking to the JPB.

Anne de la Rosa, San Mateo, stated that she lives in the Hayward Park neighborhood of San Mateo and would like a voice over the prospective Rail Maintenance yard, spur track and service road that Caltrain intends to construct between 9th and 14th Avenues.

Until she demanded to be informed on why 5 feet of above grade level dirt was being dumped next to the tracks behind her home in San Mateo, she and her neighbors had not been notified of this proposed project. She and her neighbors feel that it is being pushed through and would like to have the input and support of the Citizens Advisory Committee to demand that this project not be allowed to proceed in a residential neighborhood. She stated that it will be a permanent facility to replace the one near 28th Ave. Night construction will take place on a regular basis, at least two times a week, and stated that it is unacceptable in a residential neighborhood.

She stated that she has contacted the city council members and they have set up a public Meeting on May 21st at 6pm at the International Brotherhood of Electrical Workers Hall 1701 Leslie Ave, San Mateo.

She stated that she and her neighbors would like a voice with the Advisory Committee before this public meeting takes place as well as request that they attend the meeting on the 21st.

She stated that the construction needs to be stopped in its proposed location and alternate locations need to be put forward.

CHAIRPERSON'S REPORT

None

COMMITTEE COMMENTS

Member Adrian Brandt stated that there was another derailment this past week and three in February and requested staff to fix the problem.

Vice Chair Ricardo Valenciana requested staff to provide more information on the San Jose derailments.

Chair Shaw advised the committee that information regarding the derailments would be provided by staff during the staff report.

CALTRAIN BUSINESS PLAN UPDATE

Sebastian Petty, Principal Planner, presented the Caltrain Business Plan Update. The full PowerPoint presentation can be found on caltrain.com

Chair Brian Shaw advised that committee comments will be made after public comments.

Public comment:

Shirley Johnson, San Francisco, stated that the VTA model does not include bikes on board and Caltrain currently has 10% - 15% of its passengers bringing a bike on board

and is a big chunk of passengers being left out. Shirley Johnson also thanked Sebastian Petty for the presentation and staff's forward thinking.

George Kranen, Belmont, stated that grade separations are important when it comes to having 6 to 10 trains per hour as a single suicide or vehicle strike would be a catastrophe. He stated that 15k to 30k passengers would be trapped on the train for hours with only one latrine on the train. He stressed that grade separations are important for those reasons.

Scott Yarbrough, San Francisco, stated that suicide is an impulsive behavior, especially with adolescents and said that a grade separation would help prevent this impulsive behavior.

Committee Comments:

Member Cat Tucker asked regarding grade separations, whether it is a federal requirement. Mr. Petty responded that the legal requirements for grade separation are high, when a train goes over 125 mph or when more than 4 tracks exist. Mr. Petty said that the plan includes grade separations because the cities have expressed the desire for them due to traffic.

Member Larry Klein referred to page 28 of the slide presentation, 2040 Peak Hour Crowding by Scenario. Since the plan assumes eight and ten car trains, he suggests staff to consider platform length during construction as it will save money in the long run. He stated that it was an issue when the Sunnyvale platform was extended to fit six car trains, however it appears that Caltrain is planning for eight car trains. Mr. Petty stated that the intension of the business plan is to plan out a long range vision and work backwards so that when an individual station project is needed, with the business plan considered, staff can be confident that it is building for the future. Member Klein stated that there are no baby bullet stops in Sunnyvale although there is a high density of office space. He stated that although those office spaces are within walking distance from the Sunnyvale Caltrain station, they have to run shuttles from Mountain View. Member Klein stated that the business plan does not capture that. Mr. Petty stated that during the service planning, staff conducted an initial market assessment that looks at the growth programmed in different communities and it shows that Sunnyvale has realized a lot of growth with more on the horizon. In terms of near term changes, staff will continue to adopt a long range vision and work backward and look at nearer term options including the land uses in Sunnyvale.

Member Martin Romo asked, in regards to the crowding scenario, does staff have a similar metric to compare to Metro subway ridership and also asked at what percentage of capacity would trigger a fare increase? Mr. Petty responded that the Metro system is higher than the 135% and only BART gets above 200% capacity. Most models across the U.S. do not include capacity constraining. San Francisco and New York are the only cities that have models that have built in that functionality. Later on in the planning process there will be fare modeling. Ultimately, that is a big decision for the board.

Member Adrian Brandt stated that level boarding, end to end, is time savings and a huge impact and he did not see it in the business plan and asked whether it was figured in. Mr. Petty responded that it is already assumed in one of the investments. Member Brandt suggested that the plan should highlight the fact that level boarding is assumed. Mr. Brandt then referred to slide 35, Safety, and pointed out the red line graphs that point out fatalities at various crossings. Mr. Brandt stated that more than half would disappear because most of the red represent pedestrian suicides and most of the blue represent vehicles. He stated that staff needs to be careful with conflating safety with suicide as suicide is not a safety issue and is not preventable with grade separations.

Member Lauren Fernandez corrected Member Brandt and stated that research shows that suicide is a safety issue and that there are things that can be done to prevent suicides.

Vice Chair Ricardo Valenciana stated that more and more companies are adopting flexible schedules for employees and asked whether there are any fluctuations with limited and bullet trains at later times in the morning. Mr. Petty responded that there are general assumptions with expanded levels of off-peak service that include all day express service, not highlighted in the presentation.

Chair Brian Shaw said when talking about improving the capacity of the corridor in order to deal with the projected growth, how important are the grade separations to achieving the high growth scenario vs. investing in extending platform lengths to accommodate the longer train sets to accommodate the growth. Mr. Petty stated that one is not more important than the other and is part of the package. He also stated that this is not one project and is a path of growth that is made up of a lot of individual projects; it is a total vision for the corridor.

LEGISLATIVE UPDATE

Casey Fromson, Director, Government and Community Affairs, provided the Annual Legislative Update.

The 2019 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature.

Casey stated that each year Caltrain adopts a legislative program that helps guide staff's advocacy, efforts and positions in the 2019 calendar year. The three main objectives are:

1. To maintain enhanced funding opportunities to support Caltrain projects and plans
2. Seek a regulatory environment that streamlines project delivery and maximizes the ability to meet transportation needs
3. Reinforce programs that build and incentivizes public transportation ridership

Casey advised the Committee that staff will provide the legislative update closer to the beginning of the year in 2020. Chair Shaw stated that it will give the public an opportunity to comment when it is placed on the CAC agenda.

Committee Comments:

Member Adrian Brandt asked Casey whether she would like to comment on the top two relevant bills. Casey responded that at the federal level there are two major things that are happening: On the Senate side, there is a start of a process of reauthorization of the FAST act to increase funding. On the house side there is an infrastructure package that would go beyond the reauthorization. The timing is not clear with going forward with that. The big question is how the funding can flow to a much bigger infrastructure package.

ELECTRIC TRAIN RECONFIGURATION AND BIKE IMPROVEMENTS AT STATIONS

Casey Fromson, Director, Government and Community Affairs, and Dan Provence, Principal Planner, provided Electric Train Reconfiguration and Bike Improvements at Stations presentation.

Chair Brian Shaw thanked Casey for putting together the joint CAC and BAC workshop last month.

The full PowerPoint presentation can be found on caltrain.com

Public Comments:

Karen Stevenson, Sunnyvale, stated that she travels with her bike from Sunnyvale to San Francisco five days a week and values using Caltrain. She attended the reconfiguration workshop last month and strongly encourages a three car bike option. She said that she understands providing seats to riders without bikes and that she was a passenger without a bike when she broke her arm and was unable to ride a bike; however it added 45 minutes to her commute. She said that it comes down to accessibility, convenience and having control of your commute and that a three bike car option is a win/win for all passengers.

Shirley Johnson, San Francisco, referred the committee to slide 8 of the presentation, Financial Implications: On board bikes. She stated that the per seat/bike space cost is \$53.8k and it includes the sunk cost of the train. She stated that whether you have seats or bikes, the sunk cost is the same. She said that the cost that really matters is the difference between the bike rack and the cost of 4 seats. She stated that the bike rack will be cheaper than putting in seats. She also commented on the configuration workshop. She said that the reason for the workshop was due to the hundreds of emails and the petition signed by over a thousand passengers requesting having seats in view of bikes and not to have things worse than today. Today there is one seat in view of two bikes, and bike theft still takes place. Shirley says that Caltrain is taking a step backwards, unless staff decides to go with four bike cars instead. She said that four

bike car configuration was not an option at the workshop and is asking staff to look at four bike cars.

Scott Yarbrough, San Francisco, commented on the layout of the trains. He stated that dwell time will increase with the current layout as there is limited isle space whether there is level boarding or not. He also commented on slide 11 and stated that the NACTO data that is referenced, National Association of City Transportation Officials, most of those data points are made up of New York City data, where they do not allow bikes on board. The data is misleading because only 2 cities of the 6 that contributed those data are west of the Mississippi and none are in California. He said that the scooter share growth is not applicable to Caltrain for that reason. Most of the bike and scooter share will be used for places like Sunnyvale where people rely on their bikes for both ends of their commute. He stated that many people will not be able to access the micromobility options because they need their bikes on both ends of their commute and will end up back in their cars. When it comes to the public supporting a tax to increase Caltrain funding, the public will look at the positive reduction of cars on the road and clean air. These are two things that are supported with bikes on board Caltrain.

Andy Chow, Redwood City, stated that he attended the workshop last month and said that he is concerned that passengers with disability will need seats closer in the lower level and hopes that there will be seats for persons with disability in all cars instead of having a designated location for boarding as it is already difficult for them to walk and may be harder for them to walk further away from the doors to their seats. He also stated that some passengers would rather see all cars allow bikes to board however Mr. Chow's concern with that is that persons with disabilities and bike passengers need space and it will be difficult if they have to share space. In addition, regarding the cost for bike space, it is more than just the cost of the installation; it is the cost of the real estate space.

Drew stated that he attended the workshop last month and said that there were discussions to view the entire train and that never happened and that there was also discussion regarding a four bike car option that was never offered. His question is how it went from four different options to one option, the three car option. He said that flexibility is worth money at some level, like being able to have flip-up seats. He asked staff to provide the reason for the train configuration option chosen so that the public better understands the reasoning behind the choice.

Committee Comments:

Chair Brian Shaw asked Ms. Fromson whether the committee needed to vote on the Electric Train Reconfiguration option. Ms. Fromson stated that a vote is not needed; however it would be helpful for staff to know whether there is a consensus among the committee. Chair Brian Shaw stated that the committee will provide a recommendation from the group on this proposal to help inform the board.

Member Lauren Fernandez said that she appreciates the inclusion of survey data. It helps those that were unable to attend the workshop. Ms. Fernandez questioned the

proposed design and space to include tables. She said that it takes up a lot of space on the train and expressed her pushback on the inclusion for tables. Dan Provence responded that four seats with a table take up the same space as seats that are in a row lined up because people share the same leg space no matter the configuration.

Member Adrian Brandt said that the comment regarding that no one recommended more than seventy two spaces, needs an asterisk because staff constrained the groups to two or three cars. He stated that had there been the option to look at four bike cars, there would have been at more than 72 seats. Mr. Brandt stated that he was disappointed that the groups were constrained to two or three bike cars. Mr. Brandt referred to slide 14 and asked Mr. Provence to explain the Rework keyed locker management. Mr. Provence stated that staff is looking to move away from the keyed lockers and move to on demand electronic lockers.

Member Martin Romo asked whether the agency can partner with micromobility groups. Mr. Provence stated that the agency is looking into partnering with those groups in San Francisco.

Member Larry Klein asked about the concept for reconfiguration for leaning with crowded trains for standing riders. For example for Giants games trains. He asked whether that option is included in the plan. Ms. Fromson responded that overall the trains will be more comfortable to stand.

Member Cat Tucker stated that she attended the workshop last month and that the flexibility was due to compromising. She said that the data provided prior to the workshop reported that bike ridership was 10 percent of the total ridership. She stated that her input was based on the passengers as a whole. She stated that the consideration of the proposed configuration is for the entire corridor and the future growth of the corridor.

Member Lauren Fernandez referred to slide four and pointed out the difference from 2015 to 2018, a 12 percent increase in ridership and a decrease of bikes on board. She stated that bikes on board are not a growing population.

Member Adrian Brandt said that it would be a good idea to include grab handles for passengers to comfortably stand. He also stated that unlike passengers without bikes, bikes get turned away if cars are at capacity and may be the reason for the decrease in bike ridership because there is a cap.

Chair Brian Shaw advised that bike lockers are outdated and a better option would be bike rooms or bike cages as we see in San Francisco, Palo Alto and at Stanford. Brian highly recommends getting out of the bike locker business as they are an underutilized asset and unable to increase their productivity. Additionally, Chair Shaw stated that with the new proposed configuration, the ability for passengers to sit with their bikes has been improved with this design.

Mr. Joe Navarro, Deputy Chief, Rail Operations, stated that there are ongoing safety committees working towards securing the bikes. Mr. Navarro pointed out that the EMUs will be equipped with cameras. He also stated that station cameras are under consideration. This will improve security and help prevent theft.

VOTE TO SUPPORT STAFF RECOMMENDATION OF THE ELECTRIC TRAIN RECONFIGURATION - TWO BIKE CAR OPTION

Chair Brian Shaw asked the committee to vote yes or no to support staff's recommendation of the electric train reconfiguration, two-bike car option. Chair Brian Shaw stated that he will share the committees concerns along with the recommendation.

Motion to vote: Valenciana

Vote Yes to Support Recommendation: Brandt, Fernandez, Klein, Romo, Tucker, Valenciana, Shaw

Vote No to Support Recommendation: None

Absent: Burke, Escobar

Committee Comments:

Member Larry Klein voted yes with the caveat that before this moves forward the concept of standing, in the bike locations, is fully designed.

Member Adrian Brandt voted yes with the caveat that security issue, although improved, did not meet expectations with adequate number of seats in view of bikes. He also stated that he agreed with public comment regarding the concerns of the potential increase of dwell times and that the four car solution should have been an option.

Member Lauren Fernandez voted yes and also agreed with the concerns of potential increase of dwell times. She also talked about the security concern and stated that when the data was presented there were few bikes stolen on board and not sure whether there needs to be extra investment to detour problems that are not present.

Chair Brian Shaw stated that there is unanimous support with cautionary comments.

STAFF REPORT UPDATE

Joe Navarro, Deputy Chief, Rail Operations, reported:

On-time Performance (OTP)

- **April:** The April 2019 OTP was 93.6% compared to 92.6% for April 2018.
 - **Vehicle on Tracks** – There were two days, April 6 and 19 with a vehicle on the tracks that caused train delays.

- **Mechanical Delays** – In April 2019 there were 983 minutes of delay due to mechanical issues compared to 1007 minutes in April 2018.
- **Trespasser Strikes** – There were two trespasser strikes on April 10 and 22, both resulting in a fatality.
- **March:** The March 2019 OTP was 94% compared to 94.3% for March 2018.
 - **Trespasser Strikes** – There was one trespasser strike on March 29, resulting in a fatality.

SF Weekend Caltrain Closure Update – The April 1st 2019 timetable restored weekend service to and from San Francisco. The additional SF Weekend Train Service closures (Weekend Bus Bridges between Bayshore and SF station) after the April 1st, 2019 timetable update, have been cancelled. Expect regular weekend service

Special Event Train Service

- **Services Performed:**
 - **San Jose Sharks** – The SJ Sharks hosted four Stanley Cup playoff home games vs. the Vegas Golden Knights in the first playoff round on April 10, 12, 18 & 23. The Sharks advanced to the second playoff round of the playoffs and hosted the Colorado Avalanche on 4/26, 4/28, 5/4 and 5/8.
 - **Giants Baseball** – The Giants hosted thirteen regular season home games in May. Caltrain will provide regular baseball service for all home games.
- **Services Scheduled:**
 - Bay to Breakers – On Sunday, May 19, Caltrain will operate four scheduled special pre-event trains and extra post-event trains for the Bay to Breakers Race which starts at 8:00 a.m. in San Francisco. Riders are encouraged to purchase pre-sales for Day Passes available beginning, Monday May 13 on the new Caltrain Mobile App. This year pre-sales tickets will no longer be sold on ticket vending machines. There will be field staff and ambassadors at the San Jose Diridon and Palo Alto stations pre-event to assist passengers. Alcohol will be prohibited on the special trains
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- Capital Projects:
 - **F-40 Locomotive Mid-Life Overhaul Project:** Perform mid-life overhaul of three F40PH2C locomotives. The mid-life overhaul of the locomotives shall include complete disassembly of the main diesel engine, overhauling by reconditioning re-usable main frame components and re-assembly with new engine components and replacement of the Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive car body, trucks, wheels and electrical components shall be reconditioned to like-new condition or replaced with new material. The work shall be completed off-site at contractor's (Motive Power) facility location at Boise, Idaho. The three locomotives are Locomotive #'s 920, 921 and 922.

Locomotives #'s 920 and 921 were shipped to the vendor's facility in February and March of 2018. Locomotive #920 has passed acceptance testing and has been shipped with delivery in San Jose in late April. Locomotive #921 is undergoing acceptance testing and the current shipment date is May 9, 2019.

Locomotive #922 is now scheduled to be shipped to the vendor's facility after Locomotive #920 is returned to minimize the number of locomotives that are off the property at any one time.

Locomotive #920 is in Oakland CA and scheduled to be put into service in two weeks.

Service Operations

- Caltrain Scheduled Special Event Train Numbers
 - Starting in Spring 2019, scheduled Special Event Trains are labeled with a "6" series in order to provide real time departure data which requires unique train numbers for each train schedule.
 - Examples of "6" series scheduled Special Event Trains include 2019 Caltrain Giants pre-event train service and 2019 Caltrain Bay to Breakers pre-event train service.
 - Please visit <http://www.caltrain.com/riderinfo/specialevents> for special events schedules
- **Fare/Ticket Vending Machine (TVM) Related Media**
 - Possible procurement of new TVMs. Prototype to be received in September and will present TVM screen layout and functionality to CAC later this year.
- **Recent Derailments**
 - An independent 3rd party will come in to review maintenance and procedures. A new track release procedure has been implemented and

staff has reviewed QA and QC procedures. The most recent derailment is still under investigation.

Public comment:

Shirley Johnson, San Francisco, stated that she respectfully requested to add an item to the work plan regarding the change in the public comment procedure where the public is no longer allowed to present slides. Shirley requested for the item to be added to the work plan to better understand the reason for the change.

Committee comment:

Chair Brian Shaw stated that he has asked staff about the change to the public comment procedures and that staff is looking into that and may be addressed in the staff report at a later date.

JPB CAC Work Plan

June 19, 2019

- Wi-Fi Update
- Diridon Update
- Explanation of JPB services

July 17, 2019

- Grade Crossing Improvements
- Camera System
- Visual Messaging System

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:

June 19, 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 8:38 pm