

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

**MINUTES OF JUNE 19, 2019**

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

**MEMBERS ABSENT:** L. Klein, P. Escobar, C. Tucker

**STAFF PRESENT:** C. David, Y. Hanakura, C. Harvey, J. Navarrete, J. Navarro, M. Reggiardo, B. Tietjen,

Chair Brian Shaw called the meeting to order at 5:44 p.m. and led the Pledge of Allegiance.

**APPROVAL OF MINUTES OF MAY 15, 2019**

Adrian Brant clarified his statement on page 5 of 12. He stated that regarding the accident and death chart he wanted to convey that the red represent pedestrian suicides. He also wanted to clarify that suicides are preventable however not via grade separation.

The minutes of May 15, 2019 were amended to reflect Adrian's comments.

Motion/Second: Brandt / Valenciana

Ayes: Fernandez, Romo, Shaw

Absent: Escobar, Klein, Tucker

**PUBLIC COMMENTS**

Jeff Carter, Millbrae, stated that at the June JPB Meeting a public hearing has been scheduled for August to add Caltrain to the means-based fare program that includes a possible fare increase and wanted to bring that to the CAC's attention. He also requested the CAC to help Caltrain get out of the zone system and onto the station to station fares system. Jeff feels that the current system is very inequitable and the station to station fare base will help low income riders.

Lib Hearle, San Mateo, stated that she attended a meeting on the proposed maintenance yard to go between 9<sup>th</sup> and 14<sup>th</sup> avenue in San Mateo. During that meeting it was explained that the CEQA report, required for this type of project, was an addendum to the 25<sup>th</sup> Ave grade separation work that is being done. There was a large group of Hayward Park residents in attendance and not one person had an

opportunity to review the CEQA. Caltrain advised that there was no negative feedback from the community, however putting a heavy industrial equipment in a residential area will have significant negative impacts. Some of the work will be done within yards of homes, it will create a lot of noise, there will be night work with a lot of bright lights and will have significantly large trucks go up and down the street, where toddlers currently play on bikes. She stated that this is not the right location for this work. She stated that the residents have requested Caltrain to complete a CEQA and to consider new locations for this work. Caltrain has stated that they will look into the matter, however, has not committed to it and has only committed to being good partners to Hayward Park and she stated that that she has seen no evidence of that. Lib stated that she strongly believes that this is not the right location and requested the CAC's support and assistance in having it relocated.

Kevin Hearle, San Mateo, commented on the Hayward Park maintenance yard location. He stated that the reason the CEQA addendum to the 25<sup>th</sup> Ave grade separation project is inadequate is because the public notice appeared in the San Jose Mercury news which is not delivered to San Mateo residents nor has newsstands located in San Mateo. Kevin believes this is the reason staff received no comments on this. He stated that this was not an adequate CEQA process. There was a map of Hayward Park handed to the committee that shows no direct access from El Camino to Railroad Ave and no street controlled by a traffic light. These are narrow one lane, each direction, residential streets and does not make sense to have the yard in Hayward Park. In addition, Hayward Park is already the most negatively impacted residential neighborhood along the Peninsula by Caltrain and receives the lowest level of service.

Roland Lebrun, San Jose, commented on the EMU bikes on board issue. He stated that although it was announced that Caltrain will add seats, Caltrain's 7 car EMU trains will have the same capacity as an existing 5 car consist. He stated that the only media to report this was the Palo Alto Daily News which is not published online and is only available in paper format.

Member Adrian Brandt advised the committee that Caltrain has a dedicated page on the website regarding the set-out tracks that was commented by two members of the public, earlier.

### **CHAIRPERSON'S REPORT**

Chair Brian Shaw reported that the CAC has lost two members of the committee, one from San Mateo County and the other from Santa Clara County. Paul Escobar announced his resignation and will attend his last meeting in July. Chair Shaw encouraged anyone that is interested in serving on the committee, to apply online.

#### Public Comment:

Roland Lebrun, San Jose, stated that a resolution to possibly not having a quorum, due to short staff/committee members, is to have alternates serve on the committee as VTA does. Roland suggested the committee explore the alternate method and, if it works, to amend the CAC bylaws to allow for alternates to form a quorum.

### **COMMITTEE COMMENTS**

Member Adrian Brandt requested staff to provide an explanation as to why the public is unable to show slides during CAC meetings. Chair Brian Shaw responded that staff advised him that they are looking into that.

Member Lauren Fernandez advised the committee that it was her last meeting as her term is up and will step down. She stated that there will be another seat open, from San Francisco.

### **SAN JOSE DIRIDON UPDATE**

Melissa Reggiardo, Principal Planner, presented the San Jose Diridon Plan Update.

The full PowerPoint presentation can be found on [caltrain.com](http://caltrain.com)

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

#### Public comment:

Roland Lebrun, San Jose, stated that the reason for the preferred alternative no longer available may be a direct result from what happened at the San Jose City Council meeting that took place a couple of weeks ago, item 6.1. Roland then encouraged the committee to view the City Council meeting video and to view the conversation that took place after his presentation. He stated that he presented guiding principles at this meeting. Roland also asked about the historical building and plans for its location. Roland stated that at 4<sup>th</sup> and King all of the platforms are equal length, however this does not reflect that. He stated that he would have like to have presented a slide show presentation, however Samtrans does not allow it.

#### Committee Comments:

Member Martin Romo asked what happens to the historic building at the station. He also asked about the 3<sup>rd</sup> alternative and what is the advantage of the elevated TNC lane. Melissa responded that due to planning for capacity for future years and the need to expand the width of the platforms, there is a possibility the historic building will be moved North or South. She also stated that there is a strict limit on how the building can be moved to the West, however due to residential area close to the light rail, that may not be an option. She stated that they have one option, to expand to the East. She stated that the historic building may be moved to another site in the station area. She stated that staff is open to other uses of the building and that it is in the early in the process and staff will pursue all options.

Regarding the 3<sup>rd</sup> alternative with the elevated TNC, Melissa stated that staff considered how close would the Taxi's, rideshare inner city buses and shuttles need to be to the station, and this is the option that gets them the closest for seamless connections. She then stated that it is a flexible mode that will change by the time this

is constructed. This is a visionary station project that probably be built out over many years.

Member Adrian Brandt asked how the buses, shuttles and TNC's will get onto the elevated roadway and back down. He asked what the access points are as it was not clear on the diagram. Melissa stated that she would review further, however looks to be on Julian to the North. She stated she would follow-up at a later time with the plans for access points. Member Adrian Brandt stated that he does not agree with getting the existing rail platforms closer to BART when BART is not built yet. He stated that it seems that future plans are being made to accommodate a project that has not been funded yet. Mr. Brandt recommended that staff push VTA to move BART closer to Caltrain instead of moving everything closer to BART.

Vice Chair Ricardo Valenciana asked whether BART has committed to that location and Melissa confirmed and clarified that VTA is implementing the BART project.

Chair Brian Shaw asked why CEMOF needs to move. He stated that currently four of the five modes of transportation interfacing at this location already exist and are functioning relatively well and does not understand why everything needs to move closer to BART. Melissa responded that when thinking about pushing the station north, there are opportunities beyond just getting closer to BART. There is an inefficient curve today and if CEMOF is moved, there is an opportunity to redraw that curve to get better speeds. In addition, it allows for a larger maintenance facility to be built to handle a larger fleet with electrification.

Public Comment:

Jeff Carter, Millbrae, (late comment card) stated that in the past, the vision was to replace Caltrain with BART at that location and believes that it is not on the table anymore since Caltrain is holding its own. He stated that VTA and BART need to be convinced that the current vision could be changed for the better.

**2019 ANNUAL PASSENGER COUNT**

Yu Hanakura, Senior Planner, presented the 2019 Annual Passenger Count.

The full PowerPoint presentation can be found on [caltrain.com](http://caltrain.com)

Public Comment:

Jeff Carter, Millbrae, provided written comments. He stated that Caltrain is a 7-day a week type of operation and that part of the purpose for the annual count is to calibrate and verify the revenue-based ridership estimation, however if staff is not counting Mondays, Fridays or weekends, how can staff accurately verify or calibrate the estimated ridership based on ticket sales and revenue. He stated that in recent months, Caltrain has decided to re-examine and calibrate ridership estimation methodology, so that the monthly reports better reflect actual ridership and the difference between weekday and weekend ridership. He stated that the monthly pass

data has been over estimated and stated that he further explains why in his written comments. He also stated that he hopes that, in the future, better data can be collected with the automatic passenger counter.

Roland Lebrun, San Jose, thanked Yu for the extraordinary presentation. Roland said that when Casey Fromson visited a meeting held in Palo Alto, she stated that the new 7-car trains will have 557 seats, however today Caltrain has trains with 760 seats at 130% capacity. The 2012 business plan reported that the 8-car EMU would have 948 seats. He stated that Stadler is a disaster. Roland then stated that Tamien is up 10% because passengers from Gilroy drive to Tamien for service. He also stated that CEMOF needs to move South to Blossom Hill. He also stated that moving Tamien-like service to Blossom Hill, Caltrain will have two parking lots at Capital and Blossom Hill and will attract passengers from Gilroy there so that they can park. He said that the demand there is 75k each way. He then stated that High Speed Rail will have service from Gilroy to San Francisco in an hour and 10 minutes and will have trains running every 30 minutes.

#### Committee Comments:

Member Adrian Brandt asked what dates the Annual Counts were captured. Yu responded that the data was captured between January 22<sup>nd</sup> through February 19<sup>th</sup>, Tuesday to Tuesday and that every train was surveyed twice on different days during the midweek. Adrian asked what the significance of surveying trains during that time period and Yu responded that staff attempts to survey during the winter to avoid skewing the ridership and the timeframe has been consistent for the past 20 years. Member Adrian asked staff to consider that the timeframe is the rainy season and the weather may be worse or better during those months year over year and understands that staff has no control over that and that as long as the timeframe is consistent year over year it is a great template. Adrian suggested to add reasons for the potential drop in ridership to the template:

- What is the travel in the corridor with Highways 101 and 280?
- What are the employer shuttles doing?

Chair Brian Shaw stated that it is impossible to keep track.

Yu Hanakura stated that he is taking notes on the suggestions and advised that staff is in the process of preparing the Key Findings report and will consider adding suggestions, if possible.

Mr. Brandt also suggested to look at the fares changes that may have impacted ridership. He stated that he is a big advocate to fixing the inequalities that discourage ridership that would be there naturally that fall between two zones. He believes in a distance based-fare to not discourage passengers from riding between zones.

Vice Chair Ricardo Valenciana commented that the Sharks to play during the winter season and the numbers may be skewed for southbound traffic. He also mentioned that summer months' ridership may be different from winter months' ridership and acknowledged that staff perhaps has already taken those factors into consideration. Yu responded that the special events year-round were considered when choosing

what trains to survey during the winter season. Joe Navarro, Deputy Chief, Rail Operations, stated that once Chase stadium opens, staff will also consider ridership counts then, too.

Member Lauren Fernandez stated that the report is very interesting and noticed that most of the decrease is in the reverse peak and asked whether it could be compared to other types of data. Yu Hanakura advised that staff will do its best to compare the data.

Chair Brian Shaw referred to slide 24 regarding the bike bump factor of 1.5 and asked whether it is the number of bikes per day that are bumped? Yu responded that it is the number of bikes that were bumped during the count and the number of bikes boarding those trains (184 trains) and divide the number of bikes bumped by the number of bikes boarding. Brian noticed that the bumps were low. Adrian clarified that it is per thousand. Chair Brian Shaw requested staff to also consider a possible factor of employers offering employees to work remotely and might affect ridership. In addition, parking costs have gone up and recommended staff look at parking occupancy levels. Lastly the GO pass has gone up and may have affected ridership. He is looking forward to the automatic people counter.

Member Lauren Fernandez added that in regard to parking, the city has removed free street parking at 22<sup>nd</sup> street.

#### **WI-FI UPDATE**

Joe Navarro, Deputy Chief, Rail Operations, reported that C&P will be issuing an RFP for design for Wi-Fi on the trains and expect to advertise it between June and July and expect to award a contract in October, for design only.

#### **Public Comment:**

Roland Lebrun, San Jose, stated that last time Wi-Fi was presented to the Board, the cost was \$27b. He stated the VTA issued an RFP, #S19109, the day prior basically requested for vendors to come up with solutions to provide VTA with Wi-Fi on the entire system for free.

#### **Committee Comment:**

Member Adrian Brandt stated that in the past staff had an RFP for Wi-Fi on the trains and that the requirements were too overreaching and received very little response and advised the public that would monetize it with ads and so on and never took off and cautioned staff about overreaching with the current RFP.

## STAFF REPORT UPDATE

Joe Navarro, Deputy Chief, Rail Operations, reported:

### On-time Performance (OTP)

- **May:** The May 2019 OTP was 95.0% compared to 94.5% for May 2018.
  - **Vehicle on Tracks** – There were two days, May 2 and 25 with a vehicle on the tracks that caused train delays.
  - **Mechanical Delays** – In May 2019 there were 351 minutes of delay due to mechanical issues compared to 1014 minutes in May 2018.
  - **Trespasser Strikes** – There was one trespasser strike on May 15, resulting in a fatality.
- **April:** The April 2019 OTP was 93.6% compared to 92.6% for April 2018.
  - **Trespasser Strikes** – There were two trespasser strikes on April 10 and 22, both 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

**Caltrain Mobile Quarterly Update** – During the first quarter of 2019, nearly 139,000 tickets were sold thru the app. There was an 18 percent increase in the number of downloads and ticket sales increased by 31 percent compared to the fourth quarter of 2018. moovel North America reported that Caltrain had the largest percentage increase in sales from the last quarter in 2018 to the first quarter of this year when compared to the other Bay Area mobile ticketing app powered by the vendor. Since the implementation of the mobile payment (Google Pay and Apple Pay) in December 2018, credit card and PayPal users are converting to mobile payment. Apple Pay usage continues to grow at one to two percent per month within the first quarter. In March 2019, 18 percent of the tickets purchased were paid using Apple Pay.

Caltrain created a special event joint VTA Day Pass ticket for the College Football Playoff National Championship held at Levi's Stadium in January which was available for sale about one week prior to the event.

Caltrain continues to work with the vendor to enable daily parking purchase through the mobile ticketing which is expected to launch this summer.

Caltrain's mobile ticketing solution provider, moovel is becoming REACH NOW, a mobility joint venture between BMW Group and Daimler AG.

## Special Event Train Service

- **Services Performed:**

- **San Jose Sharks** – The SJ Sharks advanced to the second playoff round and hosted the Colorado Avalanche on 4/26, 4/28, 5/4 and 5/8.

The Sharks advanced to the Western Conference Finals of the Stanley Cup and hosted the St. Louis Blues on 5/11, 5/13, 5/19. The Blues eliminated the Sharks in the Finals (4-2), ending the Sharks post-season run.

Total additional riders for the regular season, boarding at San Jose Diridon station, was 8,930, which represents a 21 percent decrease compared to the 2017/2018 season.

Total additional post-game ridership for the six playoff home games in April was 1,762. Total additional post-game ridership for the five playoff home games in May was 778. Average additional ridership per game for the playoffs was 231, which represents a 36 percent decrease compared to the 2017/18 playoff average.

- **Giants Baseball** – The Giants hosted thirteen regular season home games in May. Total additional ridership alighting and boarding at San Francisco station, was 54,918. Year-to-date pre and regular season ridership, alighting and boarding at San Francisco station, was 58,283, a 41 percent decrease compared to the same number of games in 2018. Wet weather and lower attendance at Giants game may have impacted ridership.
- **Bay to Breakers** – On Sunday, May 19, Caltrain operated four scheduled special pre-event trains and extra post-event trains for the Bay to Breakers Race which started at 8:00 a.m. in San Francisco. Riders were encouraged to purchase pre-sales for Day Passes available beginning, Monday May 13 on the new Caltrain Mobile App. There was field staff and ambassadors at the San Jose Diridon and Palo Alto stations pre-event to assist passengers. Total northbound special trains ridership was 1,914, a decrease of 40 percent compared to 2018. Total southbound special trains ridership was 454, a decrease of 48 percent compared to 2018. Wet weather the day of event may have contributed to the event ridership decline.

- **Services Scheduled:**

- **Pride Weekend** – On Saturday, June 29, Caltrain will provide extra capacity post-festival to accommodate crowds. On Sunday, June 30, Caltrain will provide two special northbound express trains departing from San Jose for riders headed to the Gay Pride parade and festival in downtown San Francisco. Along with operating Giants Service for the 1:05 p.m. home

game the same day, Caltrain will provide extra capacity post-parade and festival to accommodate crowds.

- **Independence Day Holiday Service & SF Fireworks Service** – On Thursday, July 4, Caltrain will operate a Holiday/Sunday schedule in observance of the Independence Day holiday. The weekend Tamien-San Jose Diridon shuttle will also operate that day. Caltrain will also provide extra evening northbound service to accommodate passengers after the SF fireworks display in the Fisherman's Wharf area. The last northbound last train will depart SF at 12:05 a.m.

- **Capital Projects:**

- **Ticket Vending Machine (TVM) Rehabilitation** - Ticket Vending Machine (TVM) Rehabilitation: Upgrade the existing TVM Server and retrofit and refurbish two existing TVM machines to become prototypes for new TVM's so that the machines are capable of performing the functions planned for the current Clipper program. The prototype machine are to be able to dispense new Clipper cards (excluding discount Clipper cards that require verification of eligibility) and have the ability of increasing the cash values of existing Clipper cards. There is also an option to retrofit 12 additional TVM's. There is an additional phase for the rehabilitation of the remaining 28 TVM's that will be requested for capital funding.

The contract Notice to Proceed was issued effective April 15, 2019 and design is in progress. Factory Acceptance Testing of the Mockup prototype is scheduled for August 2019 and completion of the 2 prototype machines is expected by the October 2019. The option for retrofitting 12 additional TVM's, if executed, would follow the acceptance of the 2 prototypes. Funding for the option is not yet secured.

## **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

**Committee Comment:**

Chair Brian Shaw advised the committee that in preparing for this meeting, staff continues to review the slide show presentation issue. He stated the public comment period was being used in a way that was not intended, in terms of having multiple speakers go through a slide deck.

**Public comment:**

Roland Lebrun, San Jose, stated that the City of San Jose allows the public to present slideshow decks and limits each speaker to a minute and 30 seconds per slide and works well. He stated that the solution is that it needs to be moderated and that 3 minutes per speaker will not work.

**Committee Comment (continued):**

Member Adrian Brandt also asked whether staff has had the opportunity to look at possibly updating the station information boards to highlight the scheduled times for the respective station. He stated that he previously asked this question during a staff report update earlier this year.

**JPB CAC Work Plan**

July 17, 2019

- Caltrain Fare Changes
- Update on Caltrains project submissions for the Regional Transportation Plan

August 21, 2019

- Caltrain Business Plan Update
- Camera System
- Visual Messaging System
- Grade Crossing Improvements

Items to be scheduled

- Proof of Payment
- Bike 529  
Send MTC means-based fare pricing study to the CAC when the MTC releases it as FYI.
- 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:**

July 17, 2019 at 5:40 p.m., San Mateo County Transit District Administrative Building, 2<sup>nd</sup> Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Adjourned at 7:25 pm