

**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 APRIL 15, 2020

MEMBERS PRESENT: A. Brandt, A. Dagum, L. Klein, M. Romo, P. Leung, P. Flautt, R. Kutler, R. Valenciana (Vice Chair), B. Shaw (Chair)

MEMBERS ABSENT: None

STAFF PRESENT: R. McCauley, J. Navarrete, J. Navarro, S. Petty

Due to COVID-19, this meeting was conducted as a teleconference pursuant to the provisions of the Governor's Executive Orders N-25-20 and N-29-20, which suspends certain requirements of the Ralph M. Brown Act.

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

APPROVAL OF MINUTES OF FEBRUARY 19, 2020

Motion/Second: Klein / Romo

Ayes: Brandt, Flautt, Leung, Valenciana, Shaw

Absent: Dagum, Kutler

A. Dagum and R. Kutler joined the meeting at 5:48 pm

PUBLIC COMMENT

Public Comment received via email at cacsecretary@caltrain.com

Roland Lebrun, San Jose

Dear Chair Shaw and Committee members,

Further to the attached letter to the Caltrain Board,

I am hereby informing you that today's CAC meeting is being held in contempt of Governor Newsom's Order N-35-20 as well as Government Code Section 54954.3 and will result in a letter to cease and desist followed by a court injunction barring any further Caltrain meetings until Caltrain's managing agency complies.

In closing, I am respectfully requesting that you consider agendaing a future action item recommending that the Board terminate the San Mateo County Transit District's responsibilities as Caltrain's managing agency effective July 1st 2021 pursuant to section 6.B of the October 1996 JPB Agreement.

Jeff Carter, Millbrae, shared that he would like to publicly thank Caltrain and Julian Jest for posting the raw data from the 2019 Customer Satisfaction Survey, (discussed at the last CAC meeting. It's very helpful and beneficial for people to better understand Caltrain customers. He stated that it would also be extremely beneficial to post the raw data staff uses to create the COVID-19 ridership charts presented to the Finance and WPLP committees last month. Additionally, this should apply to the charts presented in the monthly key performance statistics charts. It is difficult to get this information through the PRA process and since February 2019, the new "recalibrated" data is not available. If staff can provide a quick answer, please?

Doug DeLong, Mountain View, stated that the novel corona virus pandemic appears to present a potential existential threat to Caltrain (and many other public entities). The CFO provided some information to a JPB Finance Committee meeting and it would seem appropriate to urgently agendize such a presentation for a future CAC meeting.

CHAIRPERSON'S REPORT

Brian Shaw stated that this is a challenging time for transit in general, across the country. It is unprecedented, the scope, the magnitude and the impact. He stated that, with the help of federal funds, Caltrain will be in a better position to maintain operations as they now are until such time that the situation can get back to normal.

COMMITTEE COMMENTS

Member Patrick Flautt stated that he commends and thanks Caltrain staff for enabling the meeting to continue via Zoom video and that it is a great path forward and is glad that the members can participate as a committee.

Vice Chair Adrian Brandt stated that he has been watching the news regarding Bay Area Transit operators and until there is a vaccine, there will likely be further outbreaks and social distancing will continue. He stated that the implications for Caltrain are very great and grave and it seems that it will be a very long time before Caltrain can get back to where it was in terms of ridership, revenue and so forth. Caltrain relies on Caltrain Fares and its Operating Budget and with ridership down not a lot of prospects that people would be willing to come back onto transit with social distancing recommendations. He stated that it will be critical for staff to think about ways to move forward. He mentioned that he had shared an idea, pre-covid, in that Caltrain has a lot of operating costs tied up in on onboard employees and when looking at the labor contract, staff should be thinking about moving forward with TASI, as BART is doing with their unions and so forth, on how to get costs more in line with Caltrain's new lower revenue and stated that staff should look at ways to lower the number of required employees as per the labor contracts. With TASI's contract coming up, it will be critical for staff to reduce the number of required employees, because the Caltrain 1/8 percent sales tax, while the board is trying to move ahead with that or keep their options open, it is highly speculative or unlikely that there would be a great appetite for two-thirds approval at the ballot box. Mr. Brandt stated that this should be Caltrain's number one subject to be thinking about.

Member Rosalind Kutler thanked Caltrain for making the CAC meeting online. She also hopes that staff is getting all the support that they need right now because it is a difficult time for anyone doing public service. She also stated that it is a good time for staff to do right by Caltrain employees so that there is a balance, in terms of appropriate service levels. She said that if staff needs to make cuts, staff should take advantage and offer employees anything that is available because there is federal aid that may become available.

Member Ricardo Valenciana asked what testing is being offered to the conductors. Joe Navarro, Deputy Chief, Rail Operations, responded that right now, if the conductors feel sick or ill, they are directed to go home and to check with their medical advisor and to get tested, if need be. Staff has no positive cases with Caltrain or TASI. There was a Balfour Beatty contractor, equipment operator, that tested positive and is the only known case. The conductors are provided wipes, small bottles of hand sanitizer and face coverings are available if they want to use them. Mr. Valenciana then asked whether the conductors PTO is affected if they want to take time off because of Covid-19. Mr. Navarro stated that if anyone needs to be tested, they will be paid during the time that they are getting tested. He stated that as of now, there are no cases where anyone has had to be quarantined for 14 days, however if it does happens, the employee will receive a one-time payment of fourteen days if there is found to be a need to be quarantined.

BUSINESS PLAN UPDATE

Sebastian Petty, Deputy Chief, Planning, presented the Peninsula Corridor Electrification Project Update.

The full Power Point presentation can be found on caltrain.com

Committee Comments:

Vice Chair Adrian Brandt thanked Sebastian for the added angle of starting to look at equity along different income groups. He stated that there is an equity issue that did not appear on the slides. He stated that he feels it needs to be part of the presentation. Mr. Brandt also stated that because Caltrain has a fixed zone structure where the zones are about thirteen and a half miles each and if a rider has the misfortune of living in the wrong place, and working in the wrong place, such as needing to commute to Stanford Research Institute in Menlo Park from Redwood City, a rider pays a greater fare to ride a very short distance than someone riding a much greater distance in the other direction. Mr. Brandt asked whether it would be appropriate to also include a move to a distance-based fare matrix that would underlie a very equitable fare structure such as BART has. It would station pair, origin and destination and the fare is calculated for riders. It discourages a lot of short distance trips. He stated that he would like it featured in future plans for what is needed on equity. Mr. Petty acknowledged Mr. Brandt's point and stated that he would make sure that when report is put together, it is reflected. He also stated that he would like to be cautious around jumping to the solution of a point to point structure. Mr. Petty stated that there is a regional fare integration study that is sponsored by MTC and that Jim Harnett is chairing that study. Mr. Petty also stated that although there has been

disruption by the COVID situation, there will be a progress report soon, and he will work on someone from his staff to present it to the CAC.

Member Larry Klein thanked Mr. Petty for the presentation and hoped that the final version of the presentation will be placed on the website to further review. Mr. Klein stated that he was happy to see the station access by household income as it is very useful when looking at more transit focus versus car focus depending upon the income level. He also stated that it shows people that were walking to the stations was higher than any percentage and equal amongst the different income classes. Mr. Klein then stated that although conceivably there is an expense to adding parking at the stations, conceivably offsetting that by putting that cost to the people that are at the highest income and basically having more of a strata on parking so that so that the vast majority of the people that are actually needing parking at the stations, if parking is expanded, is paid for by those people in the higher income. He also stated that from a station standpoint, adding housing and making sure that parking is not reduced and looking at other possibilities so that the space is better utilized, like car stacking and equipment to do appropriate, increase of the amount of cars that can be there with very simple operations is very important. And then, of course, just trying to pull in as many of those people as possible. He stated that it is all very useful. Mr. Klein stated that he will be sending an email to the CAC after the final presentation is posted. Mr. Petty apologized for the incorrect presentation posted and said that he would have the final version posted. He also responded to Mr. Klein and reiterated the importance of walking to the Caltrain system as it is Caltrain's primary mode of access and that the final version of the presentation will show how mode of access has changed over the last 15 years in absolute numbers. Ridership growth in the last decade has been almost entirely by foot. Mr. Klein asked whether there are numbers then about how much housing has been built on a near each station, from a city by city basis and whether there is a correlation there. Mr. Petty stated that he would follow-up with his team whether that data is available.

Member Rosalind Kutler thanked Mr. Petty for the equity piece in the presentation. She then asked Mr. Petty whether there have been surveys conducted of the pedestrian's experience and if it has not, whether there is a way they can be surveyed. She stated that it would be great to capture, not only data about the housing, but also the customer experience so that Caltrain has a baseline. She also stated that she would like to see a fare matrix as BART has, for simplicity purposes for those that worry about money. She stated that if Caltrain would like to make it more equitable, it should be simpler. Mr. Petty stated that the information from customers in that presentation came from the Triennial Survey which is a comprehensive survey that is done every three years of Caltrain ridership that is statistically representative. He stated that it includes information access and egress, information about passenger's household, including income information and how they paid for train fare. He stated that it is very helpful for these kinds of exercises and to Member Rosalind's point, it gives staff a baseline of who Caltrain customers are.

Public Comments:

Roland Lebrun, San Jose, stated that slide 7 shows that 20 years and \$30B later an express train will take 5 minutes longer than a diesel baby bullet train did 10 years ago or more than twice as long as the 30-minute Prop1A mandate codified in Streets & Highways code section 2704.09(b)(3)

https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC§ionNum=2704.09. It is also unclear how Caltrain could possibly run 8 trains/hour until 16th Street is grade-separated in San Francisco.

- Slide 16 Parking at Tamien is at 150% over capacity. Blossom Hill and Capitol are at less than 10%
- The issue with clock-based timetables is caused by the lack of passing tracks
- Slide 43 Parking. Have you considered autonomous vehicles, TNCs and kiss & ride instead of park & ride?
- Slide 49 when will you provide hourly Baby Bullet service?
- Slide 52 There is plenty of affordable housing in Gilroy, Hollister, Salinas and Watsonville
- Slide 59 The distance between home and the Gilroy station is more like 10 miles, not 2 miles

Jeff Carter, Millbrae, stated that Caltrain needs to maximize the amount of passing tracks to allow for a good mix of local, limited and express service. Regarding fares and equity, the zone system needs to go ASAP and adopt point to point fare pricing. The zones really lead to many fare equity issues for Caltrain. Increasing parking charges can also affect equity issues. Many Caltrain lots are at or near capacity and will need to be expanded, however, building new parking spaces is very costly, so this option is quite limited, as pointed out in the presentation. Expanding non driving/parking alternatives needs to be taken to its maximum potential. Expanding local transit in the less populated sections of the corridor would require significant expansion of transit routes and frequencies and operating costs, how is this sustainable given the poor state of funding of bay area transit? I have much more but I will need to submit in writing at a later date.

CAC Secretary, Jennifer Navarrete, stated that only one public comment can be made per public member and that subsequent comments will be made part of the final packet as correspondence.

STAFF REPORT UPDATE

Joe Navarro, Deputy Chief, Rail Operations, reported:
(The full report can be found on caltrain.com)

On-time Performance (OTP) –

- **March:** The March 2020 OTP was 96.7% compared to 94% for March 2019.
 - **Vehicle Strikes** – There was one vehicle strike on March 11.

- **Vehicle on Tracks** – There were three days, March 3, 15 and 29, with a vehicle on the tracks that caused train delays.
- **Mechanical Delays** – In March 2020 there were 363 minutes of delay due to mechanical issues compared to 961 minutes in March 2019.
- **Trespasser Strike** – There was one trespasser strike on March 1, resulting in a fatality.
- **February:** The February 2020 OTP was 93.5% compared to 92.2% for February 2019.
- **Caltrain Reduced Weekday Service** – In response to a significant decline in ridership stemming from efforts to contain the spread of the coronavirus (COVID-19), Caltrain adjusted its weekday service, effective Tuesday, March 17, 2020.

Morning and afternoon peak hour service no longer features Baby Bullet Service. Local and limited service continues to operate as scheduled, including midday, evening and weekend service. Caltrain will be constantly monitoring ridership during this time and may implement additional service changes, as needed.

Caltrain is assessing the overall impact that reduced ridership will have on its ability to maintain operations in the coming months. As of March 13, 2020, one-way and day pass ticket sales have declined by approximately 75% from their levels two weeks prior. With no other dedicated source of funding, Caltrain relies primarily on fares to cover the system's operating costs.

Caltrain continues to maintain daily onboard cleaning and sanitation protocols in compliance with Environmental Protection Agency (EPA) guidelines.

(The full report can be found on caltrain.com)

Committee Comments:

Vice Chair Adrian Brandt asked Joe to talk more in detail about what sorts of additional progress on the Capital Project work, including PCEP, has been enabled by the COVID service reductions. He stated that the JPB, BART Board and MUNI have been trying to capitalize to maximum effect on catching up and accelerating projects. Mr. Navarro responded that PCEP workers report in on mornings at seven o'clock and conduct a job briefing and train advance warning work they are doing. He also mentioned that pot holing and utility potholing work is being done. (inaudible) Mr. Navarro stated that Caltrain has been doing other Capital Projects with TASI like replacing rail at 22nd Street. (inaudible)

Member Rosalind Kutler asked whether Caltrain has plans to continue social distancing with the reopening, as the Governor explained. She asked there will be more distance between people within public transit and acknowledged it may be difficult when trains

are crowded. Vice Chair Adrian Brandt commented that BART is running longer trains to promote distancing. Mr. Navarro responded that staff is working on a plan and one of the options depending on ridership is to run at full service again and make all trains locals, but that is just one option and that staff is still working on a plan.

Public comments:

Roland Lebrun:

This item is in the packet but missing from the agenda

Through the Chair:

Why is the San Mateo County Transit District spending \$200M on new crossings at 28th and 31st Avenues in San Mateo while CLOSING existing crossings at Napoleon and Quint Street in District 10 in San Francisco?

Jeff Carter:

Kudos to Caltrain / Staff for accelerating the ongoing capital upgrades during this crisis.
-Jeff Carter

JPB CAC Work Plan

May 20, 2020

- FY 2021 JPB Operating & Capital Budgets
- EMU Update
- Grade Crossing Solutions

June 17, 2020

- Mobile Parking App
- Distance Based Fares
- Transit Oriented Development

July 15, 2020

- Industry Safe Functionality
- Brown Act Training

August 19, 2020

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Items to be scheduled

- Schedule Audit – requested by Member Lauren Fernandez on 3/6/18
- Go Pass cost per ride factors – requested by Chair, Brian Shaw on 6/19/19
- San Mateo County Climate Action Plan – requested by Member Rosalind Kutler on 10/16/19
- MTC Means-Based Discount Fare program update

- Caltrain connections with other agencies – requested by Member Rosalind Kutler on 12/18/19
- Update on grade crossing pilot six months after installation – requested by Member, Patrick Flautt on 12/18/19
- Summary video of the CAC meetings by the Social Media Officer – requested by Chair, Brian Shaw on 12/18/19
- Grade Crossing Improvements to be scheduled for a future meeting
- Operating Costs – requested by Member Adrian Brandt on 2/13/20

DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:

May 20, 2020 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 7:15 pm