

**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 AUGUST 19, 2020

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

MEMBERS ABSENT: L. Klein

STAFF PRESENT: D. Hansel, R. McCauley, J. Navarrete, J. Navarro, R. Scarpino

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.

INTRODUCTION OF NEW CAC MEMBER

Chair Brian Shaw introduced the new CAC Member David Tuzman, representing San Mateo County.

APPROVAL OF MINUTES OF JULY 15, 2020

Motion/Second: Flautt / Leung

Ayes: Brandt, Dagum, Kutler, Romo, Tuzman, Shaw

Absent: Klein

PUBLIC COMMENT

Jeff Carter, Millbrae, via Zoom Q&A, advised the Committee that his written comments from last month are in this month's correspondence packet. He stated that he is requesting a simple data spreadsheet of how the figures arrived for monthly Key Performance Statistics.

Roland Lebrun, San Jose, via Zoom Q&A, stated that the original link pointed to a 5:30 pm meeting. He then stated, as a point of order, that after taking the first and second (motion for the approval of minutes), public comment should then be requested. He then stated that he did not give a presentation at the Atherton Rail Committee and

that it has been deferred to next month. He also stated that he has not explained Constant Time Warning at the Grade Crossings.

Aleta Dupree, via Zoom Q&A, requested the Committee's assistance with disseminating more information about Caltrain due to the truncated nature of the Board Meeting, some of the informational presentations on Electrification were not given. She then stated that the Clipper Start is on the front page of the website so people can see it and requested staff to continue to outreach on Clipper Start because it will satisfy equity concerns. Aleta then thanked Caltrain for always being responsive and listening to her equity concerns. She then stated that Clipper vending machines are important to help move away from paper tickets. Lastly, Aleta asked all to be involved in the national conversation about passenger railroading and learn what other CACs are doing because Caltrain is significant, not just to the region, but to the nation.

Doug DeLong, Mountain View, via Zoom Q&A commented on a resolution that transpired at the last JPB meeting. He stated that there was a resolution adopted that contemplates Caltrain having different auditors and legal counsel than the San Mateo County District and perhaps also the San Mateo County Transit Authority. He then suggested that a more cost-efficient change might be if San Mateo County Transit and Transit Authority could hire new legal counsel, perhaps funded by Caltrain. He stated that it would allow Caltrain to retain their existing legal counsel due to Caltrain's legal affairs being more complicated than the bus operations, the San Mateo County Transit and the Project Management activities of the Transit Authority.

CHAIRPERSON'S REPORT

Chair Brian Shaw stated that he attended the last JPB meeting via Zoom and reported that the Ballot Measure will be out for vote to the residents of the Peninsula this fall. He then stated that hopefully it passes and that Caltrain will be able to continue and function as needed for the foreseeable future.

COMMITTEE COMMENTS

Member Rosalind Kutler stated that she submitted her equity concerns through the proper channels and wanted to highlight a couple of things. The first is that she has concerns about equitable enforcement. She stated that regarding how staff conducts fare enforcement, that the Enforcement Officers are mindful of equity when conducting enforcement. She suggested staff to consider Bias Training for the Enforcement Officers or for the trainers. Lastly, she stated that she noticed that some of the contractors who are working on projects are not wearing masks or social distancing and asked how to address these concerns.

Member Patrick Flautt welcomed new Committee Member, David Tuzman, thanked him for joining and looks forward to hearing his contributions and suggestions. Member Flautt also stated that the CAC meetings via Zoom work very well, operate smoothly and that they are valuable.

Member Martin Romo welcomed new Committee Member, David Tuzman, and recognized his active role in the San Carlos community and was glad to see he has joined the Caltrain Citizen's Advisory Committee, taking steps to making transportation better for the region as a whole.

Member Patricia Leung stated that she is glad that the tax is going on the ballot and that she is looking forward to it. She also welcomed new Committee Member, David Tuzman.

Vice Chair Adrian Brandt welcomed new Committee Member, David Tuzman. He then stated that he was delighted that the three member agencies were able to hammer out a deal that they all could sign up to. He then referred to the Correspondence Packet, a letter submitted by him referring to a link to the BART webpage regarding BART train car ventilation. Vice Chair Brandt applauds what BART has done and hopes to see Caltrain do something similar. He then referenced Public Member Roland Lebrun's comment in the Correspondence Packet regarding the RFP for Electrification that states that Caltrain has a large change order to go and put rather unsightly wire harnesses above the catenary that would protect any wires that may fall from above, from falling onto the 25 kilovolt Caltrain lines and shorting them out and possibly causing life injuring or fire. He stated that it was all supposed to be done as part of the RFP and is concerned and is disappointed because on the Peninsula, one of the biggest concerns from communities was about how unsightly the wires would be and this would be adding another layer of unsightly metal on top of the existing wires.

Member Anna Dagum welcomed new Committee Member, David Tuzman. She also expressed gratitude for everyone who fought for the Caltrain tax. She stated that it is important to keep Caltrain running in the coming years. She then asked what efforts Caltrain is making to encourage people to vote for that tax come November, if anything, and whether the Committee can be involved in that encouragement.

Member David Tuzman thanked everyone for the warm welcome. He then also asked what is Caltrain and what can the Committee do to promote the Ballot Measure, RR.

Member Rosalind Kutler stated that there was a misprint in the Chronicle that has since been corrected, that the Ballot Measures requires a majority, however it requires two thirds. She requested an informational outreach be done to inform Members of the Public.

Public Comments:

Roland Lebrun, San Jose, via Zoom Q&A, stated Roland thanked the members of the CAC for reading the correspondence and explained that he brought it to the attention of Marion Lee, eight years ago and that this is not the end of the conversation and that he will write the Board again and explain how this is done. Roland then stated that a lot of people were concerned about what happened at the last Board Meeting and said that Samtrans is not sustainable and eventually Santa Clara County and San Francisco decided that there is some value and did something. He stated that Caltrain will rise like an Eagle. Roland then said that he understands the equity issue in the way some

passages are being treated and stated that the issue needs to be addressed. He also mentioned that the contract is up and coming and needs to be addressed. He then stated that the fares need to be addressed at the regional, means based fare, basically pay based on what you can afford. Lastly, he stated that he advocated for means based tolling, where people pay tolls on freeways based on what they can afford.

Doug DeLong, Mt. View, via Zoom Q&A, shared his disappointment with Member Adrian Brandt buying into Roland Lebrun's misreading of the Electrification Infrastructure Contract and the Change Order. Doug stated that the CPUC enacted a regulation, subsequent to the award of the contract that is requiring the installation of the shunt wires. He stated that it is a change to the scope of work that the contractor is fully entitled to be paid for.

Jeff Carter, Millbrae, via Zoom Q&A, welcomed new Committee Member, David Tuzman and looks forward to his input and comments. Jeff stated that he has been following this since 1977 and that it is good to see the interest.

COVID-19 PRODUCTIVITY REPORT

Rob Scarpino, Acting Director Maintenance, presented the COVID-19 Productivity Report

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

Committee Comments:

Chair Brian Shaw stated that this is the first time he is seeing a presentation like this for the CAC and that it is great to see the hard work and dedication the Caltrain team has on keeping the railroad working well through the challenges.

Member Patrick Flautt thanked Mr. Scarpino for the presentation and stated that it gives him a grand respect for the breadth of activities that encompass staff's role, especially seeing how the track was repaired with thermite, done well. Mr. Flautt then asked whether there are other instances of track, from this time period, breaking in this fashion and so drastically. Mr. Scarpino responded that Caltrain runs Rail Detection over three times a year on the fifty-two miles of track. He stated that the team conducted a survey to look at if there were others in that area and nothing else was found. He also stated that over the past 20 years, Caltrain has reconstructed the entire main line between San Francisco and Lick, so there are not a lot of things that are skipped along the way.

Member Rosalind Kutler commented that the infrastructure in San Francisco and along the Caltrain line is old and one never knows what they will find when digging. She shared her appreciation of the presentation.

Vice Chair Adrian Brandt asked what the inspection schedule is for the ultrasonic/x-ray and what methods are used to image the rail for defect. Mr. Scarpino responded that three times a year there is a Rail Detector Car that goes through. He also stated that

staff is inspecting every two days during the High Rail trips. Additionally, during normal times, there are 92 trains traversing the tracks and communicating with the Locomotive Engineer to identify rough spots, daily. Mr. Joe Navarro, Deputy Chief, Rail Operations, also stated that under the FRA Regulation, Caltrain follows the Class Five Railroad inspection that is mandated by the FRA. Mr. Brandt then asked why Caltrain failed to catch that before it led to a field catastrophe. Mr. Scarpino responded that the failure occurred at the base and typically when doing the inspection, it is on the head in the web of the rail and there is nothing that would pick up the congregation associated with probably sitting in water for long periods of time. Mr. Navarro stated that it was a clean break and hard to detect. He also stated that these systems are all over the country and that there is broken rail throughout this industry. Mr. Navarro stated that Caltrain also relies on the Engineers to detect a rough ride for immediate inspection.

Member Rosalind Kutler asked whether the painting of the pedestrian bridge at 22nd street was on schedule. Mr. Scarpino advised that the work for that bridge should go out to bid this year for work next year.

Vice Chair Adrian Brandt then asked when the San Francisquito Creek Bridge would be repainted. Mr. Scarpino stated that the bridge is over a hundred years old and will need to be replaced and is about three to five years out.

Public Comments:

Roland Lebrun, San Jose, via Zoom Q&A, stated that bridges last over one hundred years if they are maintained. He then commented on South San Francisco and said that there are passing tracks there and that instead of taking them away, they were supposed to be upgraded to High Speed switches. He said that there is an island platform being built in the middle of what is essentially a high-speed line and questioned how trains will ever travel at one hundred ten miles per hour through there.

Jeff Carter, Millbrae, via Zoom Q&A, thanked Mr. Scarpino for the report and stated that it shows that there is a lot that goes into running and maintaining the railroad. He then stated that it would be interesting to see more analysis of what could have caused the cracked rail.

Doug DeLong, Mt.View, via Zoom Q&A, stated that he has been wondering what has been motivating the Samtrans criticism and he noticed that there was a presentation that had a chart that showed the headcount that was allocated to working on Caltrain both Operations and Capital within the Samtrans organizations and that it is clear that the vast majority of those employees are not represented and apparently have chosen not to belong to Unions. He stated that it looks like this same Union thinks they should be representing the Samtrans workers, but the Samtrans workers do not agree.

FY2021 JPB PRELIMINARY OPERATING AND CAPITAL BUDGETS

Derek Hansel, Chief Financial Officer, presented the FY2021 JPB Preliminary Operating and Capital Budgets

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

Committee Comments:

Member Rosalind Kutler thanked Derek for the presentation and stated that the calculation of the cost to the community, the riders, could be calculated. Another column could be added with those costs and it would be extremely high as people would lose their jobs or would have to retire early.

Member David Tuzman mentioned that he did not see the shutdown expense in the packet. Mr. Hansel stated that the presentation is a work in process and still being worked on. Mr. Tuzman then asked for a breakdown of expenses of the security services line item. Mr. Hansel stated that there was a preliminary budget submitted to the Board in August and is available for review.

Vice Chair Adrian Brandt asked whether the plan is to bond against the Measure RR if it passes or what is the outlook for trying to bridge the gap. Mr. Hansel stated that it is not the idea to plan around the Measure passing, although he hopes it does as there have been talks about needing dedicated funding for a long time. Vice Chair Brandt requested staff to investigate boosting labor productivity by getting out from under the rule that says three conductors are needed for seven car trains. Lastly, he requested that the schedules be fixed and be more attractive to riders because Caltrain is now competing with BART.

Member Patrick Flautt asked for further detail on exploring the revenue from naming sponsorship rights. Mr. Hansel responded that Caltrain has contracted a firm to assist with looking at naming rights on facilities in any of Caltrain assets. Mr. Flautt then asked whether Caltrain would consider wrapping their fleet as VTA does. Mr. Hansel stated that Caltrain already does that and will continue to do so.

Member Anna Dagum referred to the pie chart showing preliminary revenues asked whether there is a breakdown of Go Passes versus individual riders. Mr. Hansel responded that approximately \$27M of the pie is Go Pass and the remaining are non-Go Pass. She then asked whether staff anticipates how many companies will not reenroll in the Go Pass. Mr. Hansel responded that the current Go Pass has been extended through March 2021 and has deferred the reenrollment process and that on April 1; Caltrain will be selling a nine month Go Pass. He also informed the committee that Caltrain's top ten Go Pass customers make up seventy percent of Go Pass sales.

Chair Brian Shaw thanked Derek for taking the time to present the challenges Caltrain is facing and the hard work being done. Chair Shaw asked whether the \$15.3 million the FTA granted Caltrain is that money that was already in the Cares Act Tranch or was that additional money. Mr. Hansel responded that it is the second tranch of the Cares Act Funding.

Public Comments:

Roland Lebrun, San Jose, via Zoom Q&A, Roland asked what has Samtrans done to restore the public trust and why is ridership down 95% when BART ridership is down 89%.

The majority of Caltrain's ridership is from bullet trains and Caltrain is no longer providing a competitive service. *Audio inaudible* Lastly, Roland recommended, with all due respect, a new CFO who is familiar with the financing of rail operations.

Jeff Carter, Millbrae, via Zoom Q&A, requested an itemized breakdown of the various fare products. He also stated that since the increase in multiplier in the Monthly sales have gone down significantly and requested staff to go back to reducing the multiplier.

Aleta Dupree, via Zoom Q&A, stated that this railroad needs to stay open and that there are a lot of perishable skills in railroading and crews need to stay up to date and keep this system in an operating condition. Caltrain is a lifeline. She stated that it takes 40 minutes to get from San Francisco to San Carlos and does not know how long that trip would take on the bus. She looks forward to seeing how the Cares Act distributions are going to play out. She also stated that extending the Go Pass is the right thing to do to keep customers. She suggested comparing percentages of cash revenue versus retail network as cash based is very expensive way to operate.

STAFF REPORT UPDATE

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

On-time Performance (OTP) –

- **July:** The July 2020 OTP was 96.4% compared to 93.8% for July 2019.
 - **Mechanical Delays –** In July 2020 there were 589 minutes of delay due to mechanical issues compared to 481 minutes in July 2019.
 - **Trespasser Strikes –** There was one trespasser strike on July 17, resulting in a fatality.
- **June:** The June 2020 OTP was 96.3% compared to 95% for June 2019.
 - **Trespasser Strikes –** There were three trespasser strikes on June 8, 11 and 12, all resulting in fatalities.

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

Committee Comments:

Vice Chair Adrian Brandt asked whether there is a budget for the structural plexiglass. Mr. Navarro responded that he believes that there is grant money for that and that he would follow-up with further information. Vice Chair Brandt then mentioned that the

oversight committee reports have not been posted to the electrification document library for this year and asked that be escalated up the chain. Mr. Navarro said that he would kick it up the chain and would also provide any other information regarding Grade Crossing Solutions.

Public comments:

Roland Lebrun, San Jose, via Zoom Q&A, *inaudible* Roland stated that Samtrans is in violation of the Public Records Act.

JPB CAC Work Plan

September 16, 2020

- Rail Safety Education / Suicide Prevention Efforts
- COVID-19 Safety Measures
- Blue Ribbon Committee recommendations

October 21, 2020

- Brown Act Training
- PCEP Update

November 18, 2020

- Grade Crossing Improvements
- Industry Safe Functionality

December 16, 2020

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Items to be scheduled

- 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
- Operating Costs – requested by Member Adrian Brandt on 2/13/20
- Sales Tax Measure – requested by Member Adrian Brandt on 7/8/20

DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:

September 16, 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 8:08 pm