MINUTES OF DECEMBER 20, 2017

MEMBERS PRESENT:  H. Chamarthy, C. Chang, L. Fernandez, L. Klein, C. Tucker, R. Valenciana, J. Welch, B. Shaw (Chair)

MEMBERS ABSENT:  P. Escobar


Chair Brian Shaw called the meeting to order at 5:45 p.m. and led the Pledge of Allegiance.

APPROVAL OF MINUTES OF NOVEMBER 15, 2017
Motion/Second: Klein/Tucker
Ayes: Chamarthy, Chang, Fernandez, Klein, Tucker, Valenciana, Welch, Shaw
Absent: Escobar

PUBLIC COMMENT
Roland Lebrun, San Jose, said we need more passing stations in the peninsula.

Jeff Carter, Millbrae, said that in the past Caltrain did a study on the idea of having more passing stations, he suggested passing tracks extended through South San Francisco and San Bruno so it would make the system more versatile and provide better service in the peninsula.

Adrian Brandt, Redwood City, asked the status on the Communication-based Overlay Signal System (CBOSS) Positive Train Control (PTC) litigation. He said it is important that staff communicates the status of the litigation to the public.

CALTRAIN BUSINESS PLAN
Sebastian Petty, Senior Policy Advisor, provided a report on the Draft Business Strategy Principles and Draft Caltrain Business Plan Scope of work that will help guide the further development of the Caltrain Business Plan. He said staff continues conversations with corridor stakeholders to raise awareness of the Business Plan effort. Notable outreach has included discussion with local, state and federal elected officials.

Cat Tucker asked if staff is looking at marketing in the smaller stations that need more ridership and trains, an example is Gilroy. Mr. Petty said yes the analysis will cover the plan for the entire corridor that Caltrain operates that also includes Gilroy. The constraint is that JPB does not own the Gilroy corridor so there might be a challenge but the plan will consider all possibilities to build a case.
Ms. Tucker said staff needs to be more transparent, all the behind the scenes workshops is not transparent, this is public money and the public needs to be informed. Member Tucker agreed that staff needs to be more engaged with the public.

Ricardo Fernandez asked if there are any plans for shuttles from northern peninsula stations to the San Francisco Airport. Mr. Petty said most of the shuttles are operated through the bus system; he will follow up with staff and provide more information.

Chair Shaw, recommended a JPB CAC Ad Hoc Committee for an opportunity with deeper involvement as well as the public involvement to help de-escalate political concerns of the Business Plan.

Public Comment
Jeff Carter, Millbrae, asked what is staff doing in the short term; how long can Caltrain survive with current overcrowded conditions; how long are the current local motive fleets going to last; issue with parking at the stations and the main issue of how is Caltrain going to address the funding from the partner agencies that continue to decrease funding.

Roland Lebrun, San Jose, said you cannot increase the train traffic because there is no way to pass and if you go above six trains an hour the gates would not go up; it will be this way until you fully grade separate the entire peninsula. He said the only way to increase capacity is to increase the number of passengers each train can carry.

UPDATE ON SOUTH SAN FRANCISCO
Charlemagne Bernardo, Senior Project Manager, provided an overview of the benefits, construction and timeline of the South San Francisco Station Improvement project that entails center board platform, pedestrian underpass, track and signal work, removal of Holdout Rule and shuttle pick-up/drop-off.

Harish Chamarthy asked if South San Francisco is a passing station. Mr. Bernardo said he is unfamiliar with the term passing station.

Julia Welch said there are issues with parking. She asked if there are any opportunities to lease local parking spaces. Joe Navarro, Director Rail, said there are a few businesses in the area and are looking into leasing parking spaces.

Chair Shaw said the parking closure will represent a revenue loss to Caltrain unless an arrangement can be made with nearby parking. Mr. Navarro said they are looking into a business next door to the station. He said it is a small revenue loss and only utilize 60 percent of current parking spaces.

Public Comment
Roland Lebrun, San Jose, said he is supportive of the project but the problem is the design. There is an island platform and there would be trains blasting on each side but on the north end side there is a pedestrian crossing.
Andy Chow, Redwood City, said he is not sure if this project would work as there are four tracks in San Bruno and Brisbane; there will be no way in South San Francisco to accommodate these four tracks and will not provide the capacity. He said there should be a segment to connect or possibly a longer four track segment.

**STAFF REPORT UPDATE**

Joe Navarro, reported:

**On-time Performance (OTP)** -

- **November:** The November 2017 OTP was 94.8 percent compared to 92.5 percent for November 2016.
  - **Vehicle on Tracks** - There were six days, November 1, 9, 10, 14, 17, and 24, with a vehicle on the tracks that caused train delays.
  - **Mechanical Delays** - In November 2017 were 534 minutes of delay due to mechanical issues compared to 878 minutes in November 2016.

- **October:** The October 2017 OTP was 93.5 percent compared to 95.2 percent for October 2016.

Mr. Navarro said that there are issues with the vehicles following the Global Positioning System (GPS) systems and turning into the tracks and causes train delays. He said there is a possible upcoming pilot program plan to re-paint the railroad crossings. He provided information on fleet; he said staff has been working on overhauling and rebuilding locomotives off the property.

Chair Shaw asked if the extra trains were provided with resources from the events or if it was only public service. Mr. Navarro said it is for public service. Chair Shaw suggested providing the extra trains with resources from these special events as extra revenue. He said to possibly include this in the Business Plan.

Ms. Tucker said staff needs to be more transparent by providing the public more information on project design; this would avoid questions from the public. Mr. Navarro said some of these design were old and staff had to re-evaluate these designs. He said he hopes it would be better internally and all the stakeholders are informed of the new design.

Ms. Tucker requested that staff provide an update on the pending litigation on matters related to the Communications Based Overlay Signal System (CBOSS) project. Chair Shaw suggested including this in the agenda work plan and requested staff find out how much information they can provide regarding this lawsuit.

Mr. Navarro provided an update on the Customer Experience Taskforce. Highlights include that the mission is to identify and develop ways to improve the customer experience on Caltrain service. The taskforce is a joint effort between the agency and Transit America Services, Inc. and includes both operations and communications staff.
Larry Klein asked about Sunnyvale Station Rehabilitation that is currently based on a six car configuration. He heard that there is talk about a seventh car and said it seemed short sided. Mr. Navarro said he will follow up with the project manager.

Cat Chang said there seems to be more human waste in the tunnels of the Palo Alto station. She also said there are more homeless people and likely because of the cold weather. Mr. Navarro said he will relay the message to the Sheriff’s department.

Public Comment
Roland Lebrun, San Jose, said Mr. Navarro has been with the agency for eighteen months and before Mr. Navarro got here, people were trapped without air conditioning, kicking windows to get out of trains. He said that in regards to the CBOSS litigation, he read in the papers the first law suit was the contractor sued Caltrain for breach of contract and then Caltrain countersued them.

Adrian Brandt, Redwood City, said he has seen people drive in the tracks all the time and it is worse now that people follow the GPS. He is glad to hear staff is working on this issue. He suggested maybe low curbs to keep car from driving in the wrong lane or warning signs with reflectors.

DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:
January 17, 2018 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 7:11pm