May 20, 2015 – Wednesday 5:40 p.m.

Times noted are estimated. Items in bold are CAC member-requested presentations.

1. Pledge of Allegiance

2. Roll Call

3. Approval of Meeting Minutes of April 15, 2015

   MOTION

4. Public Comment (5:50 p.m.)
   Public testimony by each individual speaker shall be limited to three minutes

5. Committee Comments (6:00 p.m.)
   Committee members may make brief statements regarding CAC-related areas of concern, ideas for improvement, or other items that will benefit or impact Caltrain service or the CAC, or request future agenda topics

6. Chairperson's Report (6:15 p.m.)

7. Electric Multiple Unit Request for Proposal Policy Discussion Related POSSIBLE ACTION to EMU Procurement and Related Design Considerations (Marian Lee) (6:20 p.m.)

8. Presentation on the Fiscal Year 2016 Operating and Capital Budget Process (Aandy Ly) (7:00 p.m.)

   Article II – Officers, Section 1; Article III – Meetings, Sections 1 and 3 (Adina Levin, Yvonne Mills, Brian Shaw) (7:20 p.m.)

10. Staff Report (April Maguigad) (7:30 p.m.) POSSIBLE ACTION
    a. Follow-up Report
    b. 2015 JPB CAC Work Plan

11. Date, Time and Place of Next Meeting
    June 17, 2015 at 5:40 p.m., San Mateo County Transit District Administrative Building, 2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA

12. Adjournment

All items on this agenda are subject to action

CAC MEMBERS:

San Francisco City & County: Jonathan Berk, Brian Shaw, Alex Sweet (Vice Chair)
San Mateo County: Chris Cobey (Chair), Annie Lee, Adina Levin
Santa Clara County: Yvonne Mills, Greg Scharff, Cat Tucker
INFORMATION TO THE PUBLIC

If you have questions on the agenda, please contact the Assistant District Secretary at 650.508.6223 or cacsecretary@caltrain.com. Agendas are available on the Caltrain Web site at http://www.caltrain.com.

JPB and Citizens Advisory Committee (CAC) meeting schedules are available on the Caltrain Web site.

Location, Date and Time of Regular Meetings
Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Ave., San Carlos, CA, which is located one block west of the San Carlos Caltrain Station on El Camino Real. The office is also accessible by SamTrans bus routes ECR, FLX, 260, 295 and 398. Additional transit information can be obtained by calling 1.800.660.4287 (TTY 650.508.6448) or 511.

The JPB Citizens Advisory Committee meets regularly on the third Wednesday of the month at 5:40 p.m. at the same location. Date, time and place may change as necessary.

Public Comment
If you wish to address the Committee, please fill out a speaker’s card located on the agenda table and hand it to the Assistant District Secretary. If you have anything that you wish distributed to the Committee and included for the official record, please hand it to the Assistant District Secretary, who will distribute the information to the Committee members and staff.

Members of the public may address the Committee on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to three minutes and items raised that require a response will be deferred for staff reply.

Accessibility for Individuals with Disabilities
Upon request, the JPB will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to Assistant District Secretary at Peninsula Corridor Joint Powers Board, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to cacsecretary@caltrain.com; or by phone at 650.508.6279, or TTY 650.508.6448.

Availability of Public Records
All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that public records are distributed or made available to the legislative body.
MINUTES OF APRIL 15, 2015

MEMBERS PRESENT: J. Berk, C. Cobey (Chair), A. Lee, A. Levin, Y. Mills, B. Shaw, A. Sweet, G. Scharff, C. Tucker

STAFF PRESENT: J. Averill, M. Lee, A. Maguigad

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

APPROVAL OF MINUTES OF MARCH 18, 2015
Motion/Second: Scharff/Sweet
Ayes: Berk, Levin, Scharff, Sweet, Cobey
Absent: Lee
Abstain: Shaw, Mills, Tucker

PUBLIC COMMENT
Doug DeLong, Mountain View, congratulated staff on closing the transaction for the Metrolink cars and for getting them onto the property. He said on-time performance (OTP) has been suffering and the schedule needs to be reexamined. He said Caltrain owes it to the customers to have a schedule that is achievable.

COMMITTEE COMMENTS
Jonathan Berk said he would like to reexamine the ticket enforcement policy. Every customer without a ticket should get a citation. He would like to agendize labeling trains and looking at experimenting with more express trains outside express hours.

Alex Sweet said she is happy there is an official bump report online.

Adina Levin said she would like to have a Wi-Fi update on a future agenda. She said a proposal came out for Motivate to take over the bike share system, which will remove the bike share stations from Redwood City, Palo Alto and Mountain View. She said 40 percent of people who use a bike on Caltrain could use bike share for their last mile at those locations. She would like to review what Caltrain is doing with this program.

Brian Shaw said he agrees with the comments about labeling trains. He would like an update on the Transbay extension project in San Francisco and what Caltrain’s involvement is.

Annie Lee arrived at 5:50 p.m.
Mr. Shaw said he would like an update on the timing to implement the new Metrolink cars into service.

April Maguigad, Manager, Rail Operations, said the fare evasion issue was discussed at the February meeting.

Ms. A. Lee said rush hour trains are getting more crowded and there are not enough seats. She asked if there is a way to install foldable seats where the wheelchair space is to add more seating capacity when there are no wheelchairs onboard.

CHAIRPERSON’S REPORT
Chair Cobey said he has asked staff to add the issue of Santa Clara Valley Transportation Authority (VTA) and Caltrain connections be placed on an agenda, and he would like to explore the topic of income-based fares on Caltrain.

Ms. Levin said she would like to broaden the income-based fare discussion to fare equity. She said for the connections discussion, she would like to open the discussion to Bay Area Rapid Transit (BART) and other agencies.

STAFF REPORT (April Maguigad)
Follow-up Report
Ms. Maguigad said
• Internal testing is being done on the service disruption text message system to get it working properly. The system has been redesigned. The website notifications are working.
• Staff is working with BART to make sure they honor Caltrain fares during service disruptions.
• OTP has been down related to large-scale disruptions and fatalities. February, the OTP was 88.1 percent. If the three worst performing days are removed, OTP is 91.2 percent. Trains arriving within 10 minutes of the schedule have an OTP of 96.4 percent. Majority of the delays are due to dwell times, wheelchairs, etc.
• Special Events
  o WrestleMania had 76,000 attendees. Caltrain carried a similar number of riders as 49ers football game. There was a fatality during the pre-service time and staff is working on special events protocols to improve performance during such incidents.
  o San Francisco Giants baseball service started.
  o Levi’s Stadium will have a series of concerts coming up.
• VTA will be coming to make a presentation to the CAC in June on service coordination.

New Car Update
• The Metrolink cars have arrived. Staff is working on an ongoing assessment and initial work to make the cars compatible with the existing fleet. Staff is working on a timeline, which should be shared by the next meeting.
• Sign frames have been installed to tell engineers where to stop.
Quiet Cars
- Staff reviewed 18 to 20 other commuter-rail agencies. Three-quarters offer quiet cars and have established guidelines and etiquette. They are generally first-come, first-served. The issues from the agency perspective are enforcement, capacity, and if it is fair to require a certain type of behavior to get a seat.

2015 JPB CAC Work Plan
- May agenda items are:
  - Budget process and funding. The Board gets a preliminary budget in May and approves it in June.
  - Caltrain Modernization (CalMod) will come back.
  - Annual counts.
  - Bylaws committee report.
- The service levels discussion will be moved to June.

Cat Tucker asked if Wi-Fi is in the budget. Ms. Maguigad said she does not know, but she will talk to the Director of information technology to get an update.

Mr. Berk said he won’t be at the June meeting so he would ask that the discussion about express trains be moved to a different month. He requested train labeling be agendized. Wi-Fi should be self-financing; customers should be charged for it. Mr. Berk said all the arguments against trying quiet cars are trivial. Quiet cars are self-enforcing. He said the JPB should just experiment for one month, and it is almost costless to provide this service.

Ms. Maguigad said she will have a discussion with executive management about this issue to let them know the CAC has these ideas and would like to try this experiment.

Yvonne Mills said her concern is more about safety and finding a safe place for people to go. People are sometimes subject to harassment. She said she wants to know what actions are taken when there are reports of people being harassed.

Chair Cobey said the quiet car experiment could be on Giants game trains. He would like to know what the level of interest would be from customers.

Ms. Levin said it should not be limited to Giants games. If there are harassment concerns, that should be raised as a separate issue.

Chair Cobey said he would like to know what the various aspects and variations are for the agencies that have quiet cars. Ms. Maguigad said she could create a handout for a future meeting.

Public Comment
Jeff Carter, Millbrae, said the CAC can tell the Board they recommend an experiment about quiet cars. He said he hopes the new cars can be put into service as soon as possible. He said JPB should look at the possibility of adding additional trains. He said the staff report used to have preliminary ridership from the previous month. He asked for a detailed report of ridership by ticket types.
Ms. Maguigad said ridership in February was 56,141, up 9.5 percent over February 2014. Year-to-date ridership was up 9.4 percent at 12 million riders.

Roland Lebrun, San Jose, said VTA has an application called VTAlert where customers can report issues like bad behavior. He said in 2014, staff had said a consultant had been looking at the rehabilitation requirements for the new cars for several months.

CALTRAI N MODERNIZATION UPDATE
Marian Lee, Executive Officer, CalMod Program, said staff is working toward a Board action item at the July meeting to release vehicle Request for Proposals (RFP) for the electrification project, which is separate from infrastructure RFP. Associated with that action, decisions have to be made related to how to balance onboard seats, bikes and bathrooms. There is also a request from the stakeholders to modify the electric vehicles to provide compatible boarding heights with high-speed rail (HSR) vehicles. Both have a lot of tradeoffs.

Greg Scharff left at 6:41 p.m.

Ms. M. Lee provided the Peninsula Corridor Electrification Project Delivery Quarterly Update:
- Electrification Procurement RFP released on February 27
  - Funding partners/proposers input
  - Provided to six prequalified proposers
  - Public posting www.caltrain.com/calmod
  - Pre-proposal conference and Disadvantaged Business Enterprise (DBE) outreach
  - Amendment #1 issued
  - To be completed
    - Additional amendments
    - Evaluation and selection
    - Board approval and award contract (fall 2015)
- Pre-proposal conference was held on March 17
- DBE outreach was on March 18
- Vehicle Procurement
  - Caltrain Operations Review
    - Compatibility with existing diesel fleet
    - Operational impact with platform modifications
    - Capability to convert to high-level boarding
    - Community sensitivity to raised platforms
    - System and high-speed rail station benefits
    - Utilization of traps
    - Onboard lifts and/or mini highs at 24-inch and/or 48-inch level
  - Next Steps
    - March to April: complete operations review (compatible boarding heights)
    - April to June: public discussion on bikes/seats/bathrooms and compatible boarding heights
• July: Board action/release RFP
• Winter 2015/2016: award contract

Ms. Mills asked since there is an option to purchase more train cars because of the potential loss of seating capacity, if there is a possibility of purchasing more train cars even if there was not an extra door. Ms. M. Lee said yes there could be a scenario in the future where Caltrain could purchase more train cars without an extra door however additional funds would need to be secured. The vehicles are a 30-year investment. If the JPB does not get cars with higher boarding heights, at the HSR stations there would be separate dedicated systems. Some systems have this and others don’t because they want system flexibility.

Ms. Sweet said if the additional operational and maintenance costs are factored into the consideration for the 100 percent fleet conversion option. Ms. M. Lee said staff has told the California High-speed Rail Authority (CHSRA) they would need to pay for the additional operations and maintenance costs.

Ms. Sweet asked what strategy staff is using to figure out how to balance onboard seats, bikes, and bathrooms. Ms. M. Lee said this will be presented at the next meeting. Staff received input from the online survey that was conducted, which shows user preference. In addition to the survey information, staff will layer on what can be provided by vehicle makers and input from stakeholders such as the CAC.

Mr. Berk said platforms could be built up to 50 inches with spaces down at 25 inches that could be used during the interim period. He said since CHSRA is giving Caltrain the money, the JPB should cooperate and figure out a solution that would not impact a 30-year investment.

Ms. Tucker said long-term effects are more detrimental than short-term benefits. Whatever operational problem there is with the traps, engineers should redesign the traps so it won’t be a problem.

Mr. Berk left at 7:15 p.m.

Ms. Levin said it looks like with electrification there would be fewer seats than there are today. Ms. M. Lee said the general concern is valid. The number of seats with the electric multiple units will vary because the seats, bathrooms and bikes haven’t been balanced yet. The design is also unknown, which includes standing room capacity. There will also be additional train service, going from five to six-car trains, a different type of schedule, which will impact the rate of turnover, and other factors that could affect capacity.

Ms. Levin asked if the lost seats would come back once all platforms are brought to the same height. Ms. M. Lee said it has not yet been determined if only the stations with HSR will be at 50 inches and the other stations stay at 25 inches, or if all platforms go to 50 inches. All cities need to consider the impacts of going from a current eight-inch platform to a 50-inch platform and how that would affect their downtown or residential areas.
Ms. Levin said the length of time it would take to increase capacity would affect decision-making bodies’ ability to make decisions. She said given the performance factors that would be affected, it might make sense to ask CHSRA to change their car design to match Caltrain stations.

Mr. Shaw said the CAC needs metrics to understand what each option means. Seats per hour is what people care about. If that will be better than today, it will be good news and will help people make an informed decision.

Ms. Mills left at 7:24 p.m.

Ms. A. Lee asked what system flexibility means why it is important to have compatible boarding heights. Ms. M. Lee said based on the business plan, Caltrain and CHSRA will share the tracks at Transbay Transit Center in downtown San Francisco, the Millbrae station, and possibly the Redwood City station. System flexibility creates a benefit of reducing recovery time when there is an incident on the tracks. Part of the logic to retrofit all platforms to 50 inches is to have flexibility to interchangeably use other stations during emergencies.

Ms. Levin asked if CHSRA could change their station designs to benefit from the capability. Ms. M. Lee said CHSRA will be conducting planning work to see if they need to revisit these types of issues. They are committed to going through a community process.

Public Comment
Roland Lebrun, San Jose, said the RFP is missing the change orders and tunnels. He said he did the numbers from the Caltrain Capacity Analysis three years ago and there will be 10,000 seats per hour per direction. He said the document states there will be 948 seats per train. The CHSRA then came up with a blended system, but they did not change the HSR trains specification. The problem is with CHSRA, not Caltrain. They expected Caltrain to raise their platform to 50 inches. He said Russia is lowering its platforms to 22 inches to be compatible with European HSR systems.

Ms. Sweet left at 7:28 p.m.

Jeff Carter, Millbrae, said this is a Caltrain corridor and CHSRA should not dictate to Caltrain what platform heights to use. Seats per hour will increase with level boarding. Gallery cars with a single door per side and steps kills dwell time. Level boarding and two doors per car help dwell time. It is nice to get money from CHSRA, but they should not dictate to Caltrain to accommodate them. Caltrain needs more than eight-car consists to handle capacity.

Andy Chow, Redwood City, said he has submitted comments in the correspondence packet. He said the location that shared platforms benefit the most is the Transbay terminal in San Francisco. Millbrae has land for dedicated platforms. He said adjustable, movable platforms have not been considered.
Doug Delong, Mountain View, said there is a memorandum of understanding between Caltrain and CHSRA that they have to be compatible with Caltrain operations. Unless the JPB determines cars with 50-inch boarding height are compatible with Caltrain operations, public money should not be spent designing an RFP to buy 50-inch cars. There isn’t a trackage rights agreement between CHSRA and Caltrain, so CHSRA has no authority to run anything on the Peninsula.

Ms. Levin asked when this is coming before the CHSRA board. Ms. M. Lee said probably between now and July, but she is not aware of a set date.

**DATE, TIME AND LOCATION OF NEXT MEETING:**
May 20, 2015 at 5:40 p.m., San Mateo County Transit District Administrative Building, 2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Meeting adjourned at 7:40 p.m.
TO: Citizens Advisory Committee

FROM: Josh Averill
Assistant District Secretary

SUBJECT: AMENDMENT TO BYLAWS

ACTION
This report is for information only. No action is required.

BACKGROUND
A subcommittee consisting of Citizen Advisory Committee (CAC) members Adina Levin, Yvonne Mills, and Brian Shaw reviewed the By-laws with staff on April 17. Their proposed changes are included in the attached red-lined version for consideration by the entire CAC.

Per Article VI of the By-laws, amendments must be submitted in writing one meeting before the vote for approval. If no other amendments are made at the May meeting, the amendments will be up for approval at the June meeting.

Prepared by: Josh Averill, Assistant District Secretary 650.508.6223
ARTICLE I – MEMBERSHIP

Section 1. As prescribed by the Peninsula Corridor Joint Powers Board (“JPB” or “Board”), the Citizens Advisory Committee (“CAC” or “Committee”) shall consist of nine (9) members, three appointed from each constituent county (San Francisco County, San Mateo County, Santa Clara County). Each county will select its county committee members and the JPB will affirm these appointments. CAC members should reflect the demographics of Caltrain riders. The Citizens Advisory Committee shall act in an advisory capacity to the JPB. Its activities shall include seeking the views of various groups of users and potential users of Caltrain and ancillary transit facilities, and to develop proposals and recommendations for meeting the needs of these various groups; reviewing and commenting on staff proposals and actions as requested by the JPB; and assisting the JPB in any matter which the Board may deem appropriate.

Section 2. CAC members shall serve three (3) year terms.

ARTICLE II – OFFICERS

Section 1. The Officers of the CAC shall be a Chairperson and a Vice-Chairperson. Their duties shall be as follows:

Chairperson: Presides over CAC meetings; develops the monthly meeting agenda; appoints subcommittees and subcommittee chairpersons; and represents the
responsible for submission of the report of the most recent CAC meeting, in a manner the Chair deems suitable, for the monthly JPB meetings, and may delegate this responsibility to another CAC member, or ensures that another representative is present. The Chairperson may call a special meeting of the Committee should the Chairperson deem it appropriate.

Vice-Chairperson: Presides over the CAC meetings in the absence of the Chairperson; conducts the other duties of the Chairperson in his/her absence.

Should neither the Chairperson nor Vice-Chairperson be able to perform the duties of the chair, the remaining members shall elect one of themselves to serve as temporary chair.

Section 2. Selection of Officers shall be made as follows:

Chairperson: The Chairperson shall be elected by a majority of the appointed members at the January meeting.

The term of office shall be for one year. If the term of appointment of the member elected Chairperson expires before the year is out and that member does not either seek reappointment or the Board does not grant such reappointment, the Vice-Chairperson will serve as Chairperson until the following January.

Vice-Chairperson: This Officer shall be elected by a majority of the appointed members at the January meeting. The term of office shall be for one year. If the term of appointment of the member elected Vice-Chairperson expires before the year is out and that member does not either seek reappointment or the Board does not grant such reappointment, the Committee will hold an election for a Vice-Chairperson to serve out the remainder of the term.
Except in extenuating circumstances as determined by the Committee, at no time shall two officers be elected from the same county. The officers shall be elected in a rotation between counties on a yearly basis. If the majority of the Committee chooses, Officers may be retained for a period longer than one year.

Clerk of the Committee: The Clerk shall be appointed by the Executive Director of JPB who will serve as staff to the Committee. The duties of Clerk to the Committee shall be to prepare and post the agenda, as advised by the CAC officers. In addition, the Clerk shall attend all regularly scheduled and special meetings of the CAC and shall prepare monthly minutes for the CAC, staff reports and public hearing notices when appropriate.

Section 3. In the case of vacancy.

In the case of any vacancy in office, the vacancy shall be filled by an election at the first regular meeting after the occurrence of the vacancy.

ARTICLE III – MEETINGS

Section 1. The regular meetings of the CAC shall be held on the third Wednesday of each month at 5:40 p.m. The CAC can approve amending its regularly scheduled meeting time, date, and location without having to seek Board authorization. Ten (10) meetings per year will be held at 1250 San Carlos Avenue, San Carlos, California. One (1) meeting will be held in San Francisco County, and one (1) meeting will be held in Santa Clara County. The meeting venues will be determined by the committee prior to the meeting. Any meeting may be cancelled or postponed by
majority vote of those in attendance at any meeting prior to the meeting being cancelled or postponed.

Section 2. The CAC meetings are subject to the Ralph M. Brown Act, Government Code Section 54950, et seq.

Section 3. Attendance being of prime importance to maintain contact between constituents and Committee, attendance of members is required at all meetings. Should a member be unable to attend a meeting they should notify the Clerk to the Committee before the meeting. Should any member have more than two (2) unexcused absences in a calendar year, the Chair shall send the member a reminder of the attendance policy. Any member who is absent for four (4) regularly scheduled meetings during a calendar year shall automatically be terminated. Any resulting vacancy shall be filled for the duration of the departing member’s term.

Section 4. Any Committee member can have an item placed on the agenda by notifying the Clerk to the Committee seventy-two (72) hours prior to the meeting.

ARTICLE IV – SUBCOMMITTEES

Section 1. Subcommittees and Ad Hoc Committees may be established by the Chairperson as necessary.

Section 2. Each subcommittee shall consist of at least three (3) CAC members, one (1) delegate from each county, appointed by the CAC Chairperson.
ARTICLE V – PARLIAMENTARY AUTHORITY

Section 1. The rules contained within the current edition of Robert's Rules of Order (Newly Revised) shall govern the CAC in all cases to which they are applicable and in which they are not inconsistent with these by-laws, and any special rules of order the CAC may adopt.

Section 2. A quorum is defined as a majority of seats currently filled. All official acts of the Committee shall require a quorum of seats currently filled.

ARTICLE VI – AMENDMENT OF BY-LAWS

These by-laws may be amended at any regular meeting of the CAC by a two-thirds (2/3) vote of the CAC members present and voting, provided that the amendment has been submitted in writing at the previous regular meeting.

ARTICLE VII – CONFLICT OF INTEREST

There shall be no personal or monetary gain by members of the CAC as a result of their membership and actions on the CAC. Reimbursement for expenses that may be authorized by the Executive Director from time to time shall not be deemed to be compensation.

ARTICLE VIII – MAJORITY/MINORITY REPORTS

CAC members may elect to present separate reports on decisions and actions by the CAC under the following circumstances: A majority report will reflect at
least two-thirds (2/3) of the CAC members present and voting. A minority report will reflect at least twenty-five percent (25%) of the CAC members present and voting.

ARTICLE IX – ORDER OF BUSINESS

The Order of business for a regular meeting shall be as follows:

a. CALL TO ORDER

b. PLEDGE OF ALLEGIANCE TO THE FLAG

c. ROLL CALL

d. MINUTES - Approval

e. CHAIRPERSON’S REPORT

f. PUBLIC COMMENTS – At this time persons in the audience may speak on any item on the agenda or any other matter within the jurisdiction of the Committee. The Brown Act (the State local agency open meeting law) prohibits the CAC from acting on any matter that is not on the agenda. It is the policy of Committee to refer such matters to staff for investigation and/or action. Speakers are requested to fill out a "speaker" card located on the table by the door and hand it to staff before the meeting. The Chair may limit speakers to three minutes each.

g. PUBLIC HEARINGS

h. COMMITTEE COMMENTS

i. PENDING ACTION REPORTS

j. STAFF REPORTS

k. OLD BUSINESS

l. NEW BUSINESS
m. OTHER ISSUES

n. ADJOURNMENT
JPB CAC By-laws Subcommittee
Prepared by:

Jerry Graham – JPB CAC SMC
Bruce Balshone – JPB CAC SFC
Mike Rodriguez – JPB CAC SCC

May 2, 2002
JPB Resolution No. 2002-13

Amended July 1, 2010
JPB Resolution No. 2010-33

Amended December 15, 2010
CAC Motion

Amended March 1, 2012
JPB Motion

Amended December 4, 2014
JPB Resolution No. 2014-54

May 20
- Budget process, funding, etc.
- CalMod Update
- Bylaws subcommittee report and recommendations

June 17
- Annual Counts
- Homeless encampments / right of way cleanup
- Bylaws changes
- VTA schedule coordination

July 15
- CalMod qtly update
- High-speed rail update
- Service levels – How service levels are decided, when changes are made, what factors are involved
- Service disruption discussion

August 19
- Rolling stock overview
- ADA improvements

September 16
- Caltrain Corridor tenants
- Quiet cars

October 21
- Cal Mod qtly update

November 18

December 16