MINUTES OF APRIL 19, 2017

MEMBERS PRESENT: J. Berk, H. Chamarthy, C. Chang, B. Shaw, C. Tucker, R. Valenciana, J. Welch

MEMBERS ABSENT: G. McMullen, G. Scharff

STAFF PRESENT: C. Fromson, J. Jest, N. McKenna, J. Navarro

Chair Brian Shaw called the meeting to order at 5:42 p.m. and led the Pledge of Allegiance.

INTRODUCTION OF NEW CAC MEMBER JULIA WELCH
Ms. Welch said she lives in Half Moon Bay and works at Stanford.

REPORT OF NOMINATING COMMITTEE
Election of 2017 Vice Chair
Jonathan Berk said he and Harish Charmathy met on March 6 and are recommending Cat Tucker for Vice Chair.

Motion/Second: Shaw/Berk
Ayes: Berk, Chang, Tucker, Valenciana, Welch, Shaw
Absent: Chamarthy, McMullen, Scharff

Mr. Charmathy arrived at 5:45 p.m.

APPROVAL OF MINUTES OF FEBRUARY 15, 2017
Motion/Second: Tucker/Chang
Ayes: Berk, Chamarthy, Chang, Tucker, Valenciana, Welch, Shaw
Absent: McMullen, Scharff

PUBLIC COMMENT
Jeff Carter, Millbrae, said at the April JPB meeting a lot of people spoke against electrification. It is very important to Caltrain. Mr. Carter said the San Mateo County Transit District and Caltrain meetings will be lived streamed and hope in the future the CAC meetings will be streamed. He said the audios for all the Board meetings are on the websites and it would be good to post the CAC audios too.

Drew, San Mateo, said staff should mitigate negative impact on the environmental review of the Hillsdale station and possibility some of the changes so there is less vehicle and bicycle impact.
Doug DeLong, Mountain View, said under the current practice or policy southbound train numbers are on the mirror of the locomotives and northbound train numbers are on the top of the head-in car. He said recently he was at the Mountain View and Santa Clara stations and both times the wrong train numbers were on the consist and arrived early. Mr. DeLong said the CAC has raised the issue about trains departing early.

Roland Lebrun, San Jose, said there has been concern for a number of years over capacity. He said the Full Funding Grant Agreement that was submitted to the Federal government was wrong in a number of ways and was deliberate. The new electric-multiple units (EMU) capacity is 550 seats and a minimum on a Bombardier set is 762. Mr. Lebron said what concerns him is the Federal Transit Administration is being told Caltrain is running five-car gallery sets, but are actually running six-car Bombardier sets.

CHAIRPERSON’S REPORT
Chair Shaw said at the March meeting he told the Board the CAC didn’t approve the schedule change.

COMMITTEE COMMENTS
Ms. Tucker asked if there has been any community outreach in the neighborhood around the 25th Avenue Grade Separation Project. Casey Fromson, Director, Government and Community Affairs, said last week there were several meetings, a public meeting is scheduled for the week of April 24 and the San Mateo City Council and the JPB Board receive frequent updates.

Mr. Berk said he didn’t have a chance to review the schedule and he doesn’t understand the blatant disregard of customers by staff with this new schedule. He said for the last three years riders have requested more bullet trains and now there are less. Mr. Berk said there are electronic signs at the 4th and King Station, but it would be good to put the time on these signs so the conductors know when to close the doors.

Public Comment
Roland Lebrun, San Jose, said the Hillsdale Station is being called the 25th Avenue Grade Separation Project. He said at the end of last year $125 million was taken out of State of Good Repair.

CALTRAIN TRIENNIAL SURVEY PRESENTATION
Julian Jest, Market Research Specialist, reported:

- Objective
  - Determine who our customers are by demographics, trip purpose, mode of access, frequency of use, reasons for riding and Clipper usage
  - Measure whether their needs are being met

- Methodology
  - Onboard survey
    - October 2016
    - Weekday peak, weekday off-peak and weekend trains
    - English and Spanish surveys available
  - Response
• Results
  o More than 67 percent ride at least four days a week
  o About one-third have been riding less than one year
  o 60 percent of riders chose the train over their car
  o Most customers commute to work
  o Monthly pass is most popular form of payment
  o Main reason for riding is viewed as faster than other options
  o About one-third of new riders began riding due to a change of company
  o Average distance to station is 18 miles
  o More people are walking to the stations
  o Overall experience rating increased slightly from 4.04 in 2013 to 4.09 out of 5. Weekend riders seemed to be more satisfied than weekday peak riders.
  o 56 percent of riders use Clipper
  o Almost two-thirds of customers are accessing information from the Caltrain website

• Demographics
  o In 2016 the split was 41 percent female and 58 percent male riders
  o Majority of customers work full time
  o 81 percent of riders have at least a college degree
  o English is the most spoken language at home followed by Hindi and Spanish
  o Minority ridership is increasing
  o 40 percent of riders were born outside of the United States
  o Customers have a mean income of $129,000
  o Santa Clara County had the highest ridership followed by San Mateo then San Francisco

• Next Steps:
  o Use information to inform future planning, communicate with customers, collaborate with the Metropolitan Transportation Commission (MTC) on Clipper improvements and remember that all customers are important

Public Comment
Jeff Carter, Millbrae, said what concerns him is the average income of riders. Caltrain needs to be for everyone and not just the rich and elite. There has been talk of a low income or means based fare. The MTC has studied it and found it to be a daunting task. Mr. Carter said a lot of people use the GO Pass which is a great bargain provided by the employer. He said a lot of people are not paying full fare and it is not fair to those that have to pay full fare.

Roland Lebrun, San Jose, said on page 1 of the CAC bylaws it states that items going to the Board are to come before the CAC first for review and comment. He said this survey was presented to the Board at their April 6 meeting and the CAC is now just receiving it.
CALTRAIN MODERNIZATION UPDATE
Mr. Berk asked if there is any thought if the funding doesn’t come through starting over and looking at ways to get a better train system. Ms. Fromson said one scenario is there are no funds and diesel fleet stays. There are other scenarios that will need to be considered, but staff’s goal is to get the funds.

Mr. Berk said the diesel fleet is old and needs to be replaced and not necessarily replaced with electric, but new diesel. Ms. Fromson said the JPB will have to make significant investment to keep the fleet rolling.

Joe Navarro, Director, Rail Operations, said no other option was looked at hoping for electrification. The Fiscal Year 2018 Operating Budget was developed being frugal with money in the hopes of electrification.

Chair Shaw asked if Caltrain would be open to a Plan B. Ms. Fromson said yes.

Chair Shaw said assuming the last 100 days in the current administration continues to the future, staff will need to figure out what to do from here as electrification may be another four years in the future. There are a lot of smart people in the region and Caltrain could garner a lot of good will if it is willing to listen and open to what else can be done. Ms. Fromson said staff is open to ideas and listens and speaks to people. She said as far as any other resources for funding staff’s currently focusing on Plan A and getting the funds.

Mr. Berk said assuming the worst case happens it may be an opportunity to sit back and start from scratch. This was a railroad that originally served farmland and now serves the biggest companies in the world. Mr. Berk said the failure is not to sit back, but start with a blank slate and look at what could be designed. He said instead of looking at not potentially getting the funding as a catastrophe, think of it as an opportunity.

Mr. Navarro said staff is strategizing and have capped what will be spent on the Limited Notice to Proceed (LNP).

Ricardo Valenciano asked for an explanation on the $20 million June contract extension. Ms. Fromson said the June deadline is for when the LNP can be issued to the contractors. Originally the LNP was March 1, but due to the funding issue it was extended to June 30 at a cost of $20 million.

Public Comment
Roland Lebrun, San Jose, said the new administration understands this project will not increase capacity. The mission is to provide congestion relief and not to create jobs in Utah. He said the $20 million shouldn’t be spent on keeping consultants and both contracts should be cancelled. Mr. Lebron said the only way to move forward is to have 940 seats per train.

Andy Chow, Redwood City, said people have been debating for the last 30 years on whether to electrify. The conclusion is always the same there is a need to electrify. Mr. Chow said we cannot afford to wait another 30 years and there is no Plan B.
Jeff Carter, Millbrae, said Southern Pacific had plans to electrify the line in 1906. Public funding for Caltrain was taken over in 1980 by the State. Mr. Carter said politicians said no one would ride Caltrain and it is not worth doing anything, but instead need to extend Bay Area Rapid Transit (BART) to San Francisco International Airport. The more electrification gets put off the more expensive it gets.

**STAFF REPORT**

Mr. Navarro reported:

- Introduced Benjamin Burns, Operations Manager, who recently joined the team. Mr. Burns came from BART and prior to that worked at Union Pacific for 14 years.
- On-time performance for March was 96.5 percent and 93.8 percent for February.
- Spotters will be on trains to catch those trains that are leaving early.
- Mechanical staff is riding the morning trains and this helps if there are any mechanical issues.
- Special service includes Giants baseball and Sharks.

Mr. Berk said with Michelle Bouchard, Chief Operating Officer, Rail and the hiring of Mr. Navarro it has significantly increased his happiness and he can rely on the train when he schedules a meeting as he knows he can get there on time.

Ms. Tucker said she was in Taiwan on business and rode their trains. She said every car had a time and a destination sign. Ms. Tucker said she doesn’t understand why signage can’t improve on the cars. Mr. Navarro said Mr. Burns will be working on signage and correcting as needed.

Ms. Fromson said at the May meeting staff will present the EMU design.

Mr. Navarro said the San Francisco bike lockers are getting vandalized quite often so staff may be removing the lockers and possibly adding an Uber drop off location.

Chair Shaw asked about an update at a future meeting on the Communications-based Overlay Signal System (CBOSS) Project. He said the on-time consistency is very important and thanked staff.

**Public Comment**

Roland Lebrun, San Jose, said when Mr. Navarro came onboard things improved tremendously. CBOSS is the key to increasing capacity.

Mr. Berk left at 7:05 p.m.

**DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:**

May 17, 2017 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 7:06 p.m.