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

MEMBERS ABSENT:  C. Tucker

STAFF PRESENT:  B. Burns, N. McKenna, S. Murphy, J. Navarrete

Chair Brian Shaw called the meeting to order at 6:00 p.m. and led the Pledge of Allegiance.

APPROVAL OF MINUTES OF APRIL 19, 2017
Motion/Second: Chang/Valenciana
Ayes: Chamarthy, Chang, Valenciana, Welch, Shaw
Absent: Tucker

PUBLIC COMMENT
Roland Lebrun, San Jose, said the 25th Avenue Grade Separation Project is the 2011 Hillsdale Area Plan. He said this will not increase capacity in the corridor. There are issues with putting a center platform with high speed trains going through at 100 miles per hour. California High Speed Rail Authority (CHSRA) states they don’t need to have passing tracks along the peninsula.

Drew, San Mateo, asks for the CAC support to utilize the 31st Avenue overcrossing bridge as a path from the new platform to Hillsdale Boulevard. His current walk is 12 minutes to the station and to the new station it will be a 20 to 25 minute walk. This is changing his decision on whether to continue to use Caltrain.

Doug DeLong, Mountain View, thanked staff for the new timetable. He said he took Train 268 tonight and the car he was in was rocking terribly.

George Kranen, Belmont, said he is a casual Caltrain rider. He would urge coordination between Caltrain and Bay Area Rapid Transit (BART) at the Millbrae Station. Mr. Kranen said between commute hours Caltrain operates hourly and seems to arrive after the BART train departs the station.
CHAIRPERSON’S REPORT
No report.

COMMITTEE COMMENTS
None.

PROPOSED FARE AND PARKING FEES
Seamus Murphy, Chief Communications Officer, presented:
- Increase monthly parking from $55 to $82.50 effective October 1.
- Increase Go Pass from $190 to $237.50, raising the minimum cost to employers from $15,960 to $19,950 effective January 1, 2018 and from $237.50 to $285, raising the minimum cost to employers from $19,950 to $23,940 effective January 1, 2019.
- Increase the Monthly Pass multiplier from 13 days to 14 days effective October 1, 2017 and the monthly multiplier from 14 days to 15 days effective July 1, 2018.
- Eliminate the discounted 8-ride ticket.
- Increase the zone fare by 25-cents effective October 1, 2017.
- Revenue from recommended fare changes would be $6.8 million in Fiscal Year (FY) 2018 and $13.9 million in FY2019.
- Staff will present their recommendation for Board approval at the August 3 meeting.

Chair Shaw asked why the operating budget is causing the increase. Mr. Murphy said the operating budget is increasing because of the contractual obligation to Transit America Services and revenue is needed to bring Positive Train Control on line.

Chair Shaw asked if going to 90 minute service will save money and if the loss of ridership is factored into the increase. Mr. Murphy said yes elasticity was factored into this increase.

Chair Shaw said this a two-year proposed fare increase and the fare study will be completed at end of 2017 so will there be a chance the recommendations may be changed in FY2019. Mr. Murphy said they will be considered separately.

Julia Welch asked when the last fare increase was. Mr. Murphy said February 2016 and the base fare was increased by 50-cents and daily parking was increased.

Public Comment
Jeff Carter, Millbrae, said low income riders use the highest fare product and the current system is unfair based on 13 mile zones. He said he has been suggesting a point-to-point pricing and it will be more economical for low income riders. Mr. Carter said he can support staff’s recommendation and would like to see the Go Pass phased in over three years instead of two. He asked why the monthly pass is being attacked as it is priced reasonable and should be looking at how the monthly pass is purchased by other agencies. Mr. Carter said Metrolink provides free parking at their stations and transfers to other transit agencies.
Roland Lebrun, San Jose, said he will be submitting a letter regarding the budget. He said staff is budgeting $2,000 per train and losing 16 trains over the weekend which is a savings of $1.8 million. He said staff keeps blaming the rail contractor but the real issue is the overhead agency costs charged by SamTrans. Every year the Board has an opportunity to terminate SamTrans which would save money, not have to increase fares and put the money in surplus.

Doug DeLong, Mountain View, said the Go Pass proposal really twisted Stanford's tail as they are the biggest user of the Go Pass. He said some increase in the Go Pass is warranted but broadening the Go Pass to service workers would go a long way to help lower income riders move to a more cost effective fare.

**CALTRAIN MODERNIZATION UPDATE**

Mr. Murphy presented:

- All local, regional and State funding has been secured along with the $647 million executed Federal Transit Administration Core Capacity Grant.
- Notices to Proceed were issued to train and infrastructure builders.
- Electric train design
  - Dedicated website
  - Electric Multiple Unit (EMU) exterior design public poll
  - Confirmed configuration
    - Seats
    - Standee space
    - Bike storage location
    - Bathroom location
    - Interior information sign locations
    - Electric outlet locations
  - Next steps
    - Capture feedback on design elements
    - Continue roll out of key design features for public input and education
      - Seat color options – July/August 2017
      - Interior life – summer 2017
      - Onboard bike storage designs – August/September 2017
      - Exterior/interior sign content – December 2017
    - Public feedback paired with technical analysis
- On-board lifts
  - All cars will be Americans with Disability Act (ADA) accessible
  - Second car from north will align with the mini-high and the platform-based manual lift will be utilized when necessary
  - Two interior lifts
    - Lifts will only be used when train is stationary and conductor operated
    - Lift meets ADA requirement of 600 pounds
  - Caltrain is reinforcing the aisle, door vestibule area and bridge plate to accommodate 800 pounds.
- Construction update was provided
Cat Chang asked if it is possible to have a train without a lift. Mr. Murphy said an ADA passenger has to be able to transition between the cars.

Harish Charmathy asked if there will be electrical displays, messaging and Wi-Fi on the trains. Mr. Murphy said staff is looking at interior signage and exploring concepts and will eventually share with the public for feedback. Wi-Fi continues to be explored and staff wants to launch with electrified service, but there is a cost.

Public Comment
Jeff Carter, Millbrae, said he is concerned about the bathrooms. There needs to be two bathrooms on all trains. He said level boarding needs to happen sooner rather than later.

Doug DeLong, Mountain View, said CHRSA is trying to put in a system that doesn’t accommodate other train systems in the State.

Roland Lebrun, San Jose, said CHSRA should be using bi-level boarding trains. No one is addressing the number of seats in the new trains. He said Stadler’s EMUs don’t meet Caltrain capacity issue.

Adrian Brandt, said one bathroom per train isn’t enough. He asked if there will be video cameras onboard the trains. Ben Burns, Manager, Rail Operations, said once a person hits the call button the cameras will rotate among the train and go straight to the engineer who can contact the conductor.

Mr. Brandt said it would be nice to have two sets of exterior train number displayed at different levels.

STAFF REPORT
Mr. Burns reported:
- On-time performance for June was 94.5 percent compared to 90.4 percent in June 2016.
- Vehicle signage for the new EMUs will be a dot matrix and inside will be an LED screen that the engineer can program.

DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:
August 16, 2017 at 5:40 p.m., San Mateo County Transit District Administrative Building, 2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Adjudged at 7:06 p.m.