

**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 MAY 19, 2021

MEMBERS PRESENT: A. Brandt (Vice Chair), A. Dagum, P. Flautt, L. Klein, R. Kutler, P. Leung, N. Mathur (Alternate), K. Maxwell (Alternate), D. Tuzman, B. Shaw (Chair)

MEMBERS ABSENT: None

STAFF PRESENT: R. Hinchman, J. Navarrete, J. Navarro, C. Scarella

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.

Vice Chair Adrian Brandt corrected his comment and stated that the minutes reflect he had compared our electrification progress with China, however should have been India.

The amended draft of the Meeting Minutes for April 21, 2021 was approved.

APPROVAL OF MINUTES OF APRIL 21, 2021

Motion/Second: Brandt / Klein

Ayes: Dagum, Flautt, Kutler, Leung, Shaw, Tuzman

Absent: None

D. Tuzman arrived

PUBLIC COMMENT

Jeff Carter, Millbrae, via Zoom Q&A, shared his experience with using the new TVM installed at Millbrae. He stated that the machine was easy to use and easier than the machines at 4th & King station. He thanked staff for the upgrades to the TVMs.

Roland Lebrun, San Jose, via Zoom Q&A, stated that he issues a PRA for the timings to see progress of Constant Warning Time and the results. He stated that he is disappointed with the unmitigated catastrophe. He stated that the only thing that is consistent with the Constant Warning Times is that they are consistently random. He

stated that Caltrain is going to have a major problem. He said that he would be writing to the Board explaining what is going on, in terms they will understand, so that they can take appropriate action. He then said that he found it disturbing that GE Transportation Systems is the manufacturer. He stated that the ill-fated CBOSS was based on ITCS, which was a GE Transportation System product. He shared his concern with Caltrain using the same manufacturer. He then stated that there is an individual on the Staff Coordinating Council, unbeknown to anybody, was the Regional Sales Manager for GE Transportation Systems. Roland said that it is not a coincidence and will ask for the resignation from of the individual to get him removed from the Staff Coordinating Council. He hopes this will move things forward and put things back on track, just as PTC was.

Aleta Dupree, via Zoom Q&A, stated that she is looking forward to seeing the new Clipper Vending Machines and hopes that they have contactless payment functions with the chip insert. She stated that make it would make it easier for people to engage with Clipper and Clipper Start and move to being a system that will only use Clipper along with the Mobile App and beyond that, also move to open payments. She requested to staff to share what that would look like. She then stated that she has not been seeing the foundation production needed to put up wires and poles. She asked why staff is not producing foundations, especially as good weather approaches. She then asked staff to look toward the battery-powered pilot happening in Long Island, take that knowledge, and have some kind of a one-seat ride to Gilroy.

CHAIRPERSON'S REPORT

Chair Brian Shaw shared his recent experience with riding Transit and looking forward to using his Clipper card on his phone with Caltrain. He said things are looking bright as more vaccinated people are coming back and get back to the things we like to do. He also stated that Stanford is doing a pilot this summer, for volunteers to work from the office and looking towards September to have a larger return. He then thanked Vice Chair Adrian Brandt for filling in for him and delivering the CAC Report to the Board. He then shared that that Committee Member Anna Dagum will be stepping down from the CAC and will be her last month in attendance. He said that he would work with staff for a replacement and shared his appreciation for her contributions to the CAC.

COMMITTEE COMMENTS

Member Patrick Flautt thanked Member Dagum for her service to the CAC. He then reported that unfortunately he did not have an update regarding website and hopes to have an update by the next meeting. Member Flautt shared that he is working with the HSR CWG working group Manager for the area on having her present to the CAC tentatively in August ideally, or any meeting after that going at the end of the year for a presentation about the latest developments with High Speed Rail. He then promoted Bike to Wherever on May 21st and stated that there will be energizer stations to pledge to ride and that there will be free swag bags, T-shirts and that in Gilroy they will be giving away custom masks.

Vice Chair Adrian Brandt encouraged Alternate Members to apply for the CAC openings. He then referenced a letter from a Member of the Public, Roland Lebrun, in the correspondence packet about a PRA regarding wireless crossing technology. Vice Chair Brandt requested to know more about wireless crossing technology subjects and what is being planned, as it relates to Dual Speed Check. He shared his concerns about the inherent and inescapable limitations of the Dual Speech Check solution. Vice Chair Brandt then referenced a letter from Member of the Public, Jeff Carter about distanced based fares and encouraged everybody to cogitate on that. Vice Chair Brandt then referenced his letter in the correspondence packet regarding John Horgan's column in the San Mateo County Times about no current or correct schedules posted at stations. Lastly, Vice Chair Brandt he shared that the San Francisco Examiner Online did an item all about a website called TransitRecovery.com that compares every major transit system's current service to its pre-pandemic service levels and aggregates publicly available data from the FTA database on pre and post-pandemic ridership. He stated that a major factor and the problem Caltrain faces is that the ridership demographic is the most work from home eligible in the country, and that is reflected in this data.

Member David Tuzman also thanked Member Dagum for her participation in the Citizen's Advisory Committee. He then expressed his interest with Caltrain's timeline to fully restore service back to pre-Covid levels. He then shared that BART will be offering a fifty percent discount in the month of September to help attract customers back and suggested Caltrain offer a fare discount across all fare types, not just on the monthly pass which only suit certain riders. Lastly, he stated that when looking at the budget, he did not see any mention of funding streams from the American Rescue Plan Act and as the Cares Act funding dries up, he is interested to know whether there is funding coming through from that new passage.

Member Rosalind Kutler expressed that it is a different world, post-pandemic, and that passengers are facing many challenging situations and suggested everyone be more flexible with the idea of having a date where ridership return to pre-pandemic numbers.

Member Anna Dagum thanked the Committee for working together for the past two years and that it has been a pleasure to be a part of the committee.

Public Comments:

Roland Lebrun, San Jose, via Zoom Q&A, shared his concerns with wireless technology, he stated that the way it works is the train tells the gate the speed at which it is approaching, however not all trains are equipped with the technology and will behave differently, for example with Union Pacific, High Speed Rail, Capitol Corridor. Roland then stated although Dual Speed Check works, it does not belong on the Caltrain corridor as the results vary and is unsafe with pedestrian crossings and vehicle traffic. Roland then stated that ridership is affected depending on the type of service that is provided and that, right now, it takes an extra hour to get from the Santa Teresa Light Rail to MTC in San Francisco and is why it does not work. Roland advised the Committee that he will request that the Executive Director provide the Board a monthly

report showing the ridership recovery since the start of the pandemic. He stated that Caltrain will need to incentivize ridership.

Jeff Carter, Millbrae, via Zoom Q&A, shared his recent experience with riding the train and noticed that ridership seems to be increasing, as there seemed to be a lot more people on the train. He said that he rode the bike car and there were about fifteen bikes in the bike and attributes some of that to the discount on the monthly pass and anticipates to see more people on the train as the pandemic winds down. He then stated that regarding schedule, there is an issue with trains that run once per hour for certain paired stations and in order to increase ridership, Caltrain will need more frequent service.

Adina Levin, via Zoom Q&A, joined late and asked whether the Budget item had been presented and Chair Shaw advised that it had not. Adina stated that she would save her comments until after the Budget presentation.

FY2022 PRELIMINARY OPERATING & CAPITAL BUDGETS

Cynthia Scarella, Manager, Budgets, presented the FY 2022 DRAFT JPB Operating & Capital Budgets.

The full presentation can be found on caltrain.com

Committee Comments:

Member David Tuzman stated that the assumption that the JPB Members will not contribute to the budget this year, and that Samtrans Board agreed to voice willingness to continue their normal contribution, how would that factor into the budget at this state and asked whether other member agencies have started considering that. Ms. Cynthia Scarella stated that TA is willing to contribute to about \$2M and has sparked discussions with other member agencies, however she is not sure how that will work out and does not think it will affect the June Board and if there is an agreement, it will be presented as an amendment to the budget.

Member Larry Klein asked how long does it take for the Measure RR ballot fees to appear, as he thought that the different county's registrars would have billed for the November election by the 1st quarter of this year. Ms. Cynthia Scarella stated that the estimate is \$7M, however it has not been officially billed by the counties. Member Klein then asked whether staff has a full understanding ARPA fund intricacies and how that funding will be split up, and the different conditions of using that money. Ms. Cynthia Scarella stated that the allocation is not final and is why it is not on the sheet and that she would not like to speculate on the amount until the award document is received and at that time will be presented to the Board. Lastly, Member Klein asked with the increase sales tax with Measure RR, has there been any discussions about having a certain amount of capital bonds set out, or what would be the process. Ms. Cynthia Scarella advised that the CFO would be better able to provide the latest update on that process.

Member Rosalind Kutler asked whether federal funding CRRSA has constraints, if so, what would they be. Ms. Cynthia Scarella responded that the constraints, in terms of use, is a very general scope for transit operations and that a portion of CRSSA is used to balance the FY21 budget, and then the remaining will all be used for the FY22 budget and has no limitations on what type of transit use.

Vice Chair Brandt expressed his disappointment with the member agencies withdrawing their capital funding support and feels like a bit of a betrayal of the voter's trust. He stated that there is a governance structure problem and that the Board is trying to hash out a way forward. Vice Chair Adrian Brandt then stated that it is important to maximize labor productivity and to think about updating the Operating Procedures to allow two people per train to save money on the budget.

Member Kutler also shared that train schedules had been distributed and that she had received one and looks forward for the schedules to be posted at the stations.

Public Comments:

Jeff Carter, Millbrae, via Zoom Q&A, expressed his disappointment with the member agencies not contributing to the either the capital or operating budgets. He stated that he thought that the intention of Measure RR was to supplement the member contributions. He agreed with Vice Chair Brandt and suggested to reduce the operating costs per train and to explore efficiencies in the operation. He then stated that there may have been some conscientious people that printed the schedules from the website and placed them on the trains and that there is still a lacking of schedules on the train.

Adina Levin, via Zoom Q&A, asked whether the ARPA funding might help address not only the deficit, but might be able to address the underfunding of the maintenance, if the partners do not contribute. She stated that she saw that the goal of the ARPA funding was potentially to fund operations but she thinks it might be flexible to cover state of good repair and that fares could cover state of good repair if ARPA needs to go to the operations. She stated that it looks like train car maintenance and replacement of hundred-year-old unsafe bridges is being reduced to an alarming extent and wondered whether the ARPA funding and moving money around could help cover those seemingly basic elements of a maintenance budget. Adina then asked when Caltrain would bring service back to 100% and whether they will match BART's timing of restoring service. She asked whether Caltrain would be able to match BART's fifty percent discount to passengers. Adina then asked, regarding shuttles not being available due to not meeting ridership goals, whether Caltrain may consider changes to the legislation to be able to work around that limit in the law because of a global pandemic. Lastly, Adina requested Caltrain to highlight the governance issues with the agencies, having trouble agreeing on how to fund the budget, during the governance process.

Roland Lebrun, San Jose, via Zoom Q&A, suggested that to have a successful rail operation is to look at what works and what does not and to run more of what works and less of what does not. He then stated that MTC is sitting on a half billion dollars of

funds, not being used by the Agency. He stated that there will be a funding gap in operations between now and 2028 and has copied Caltrain on a letter about this, if anyone is interested in learning more. He then stated that he has a PRA to break up the TASI contract between Rail Operations and Train Operations. Lastly, in regards to the resolving the partner agency issue, Roland suggested Caltrain buy the Gilroy parking lot from VTA and for VTA, in turn, use that money to come up with a contribution for Caltrain.

CALTRAIN PROPOSED FARE CHANGES

Ryan Hinchman, Manager, Financial Planning/Analysis, presented the Caltrain Proposed Fare Changes.

The full presentation can be found on caltrain.com

Committee Comments:

Member Tuzman asked whether staff has considered additional discounts or promotions how BART is doing to lure customers back. Mr. Ryan Hinchman stated that staff will continue to look at fares on an ongoing basis with all of the changes that are happening. Member Tuzman then asked what is an approximate timeline and bottlenecks towards conception and implementation of a new discount or promotion. Mr. Ryan Hinchman stated that it is difficult to answer without a specific question. He stated that it may vary and that there are certainly opportunities for a quick turnaround.

Vice Chair Adrian Brandt voiced his support to the twenty percent monthly discount and agreed with Member Tuzman's suggestion to have a much deeper discount as much as fifty percent off as BART is proposing, to get ridership base back up as quickly as possible. Additionally, he suggested moving away from the sort of premium commuter paradigm that caters to peak period, standard nine to five jobs to get the choice riders, who have other choices, back on the train.

Chair Shaw expressed his opinion on replacing zonal fares with distanced based fares and that now is the time to do so and may use the pandemic as justification to do so. He shared that the distanced based fares have been working for BART and that Caltrain has ticket machines that can sell tickets and that most people are using Clipper cards, which are very easily able to determine origin and destination stations. He suggested that for those passengers that are unable to obtain a Clipper card, they should receive it for free. He stated that conductors are not checking or selling tickets between stations anymore and that it is almost all done electronically and reiterated that the fare system needs to change to distanced based. He then suggested staff provide messaging to the public as to why zonal fares continue, to better understand justification.

Member David Tuzman shared that the MTC fare integration studies include explorations of different fare structures across the region and that there is an effort to craft legislation to guide the Bay Area Regional Transit in certain ways either about fare

structure, timing connectivity or design of their maps and schedules. He suggested considering drafting a resolution of support. He stated that he would Agendize this topic for further discussion at a later meeting.

Vice Chair Brandt thanked Chair Shaw for voicing his opinion on distanced based fares and shared that he has been requesting this for many years. He then agreed with Member Tuzman regarding drafting a resolution in support. He then proposed for a few members of the committee to work offline to draft a resolution for a future Agenda to take vote and pass it along to the Board for consideration. Chair Shaw suggested less than four members to participate in the subcommittee as to not have a quorum and comply with the Brown Act. Member Tuzman then suggested asking for volunteers for the subcommittee. Members Tuzman, Leung, Kutler and Brandt will meet to draft a resolution prior to the next meeting.

Member Kutler applauded the idea of creating a resolution for distanced based fares. She stated that by making recommendations is how the committee gets action. Chair Shaw said that he would Agendize this topic for a further meeting.

Public Comments:

Jeff Carter, Millbrae via Zoom Q&A, thanked the committee for further discussing distanced based fares and offered his help. He then referenced his letter in the correspondence packet and reiterated that staff indicated that they would have a comprehensive fare package later this year as highlighted in the minutes. Regarding fare products, he suggested a 15-ride ticket for those that do not need a monthly pass and may benefit from a discount. He invited the committee and staff to review the details in his letter located in the correspondence packet.

Roland Lebrun, San Jose, via Zoom Q&A, stated that it is not the time to increase the fares and that September is the time to jumpstart ridership recovery so that passengers choose Caltrain and not BART as they can get to San Francisco for half the price.

Aleta Dupree, via Zoom Q&A, stated that she is in favor of a distanced fare based system and that several other Transit Agencies use it. She then suggested to get rid of the paper tickets entirely and that passengers may use their phones as their Clipper card. She suggested staff to modernize the fare system and mitigate fare increase.

Alina Levin, via Zoom Q&A, applauded the active enthusiasm of the group to be making recommendations to the Caltrain board. She then stated that, in terms of ridership with the potential for people to continue to work from home more than before the pandemic, that there is an opportunity to supplement that ridership with other people who may have not been able to afford Caltrain before.

Member Anna Dagum expressed her support in the recommendation of distanced based fares. She then stated that eliminating paper tickets and transitioning to mobile tickets is not feasible just yet.

Member Kutler suggested to ensure ADA inclusion with any changes to fares and ticket media.

STAFF REPORT UPDATE

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

On-time Performance (OTP) –

- **April:** The April 2021 OTP was 93.9% compared to 94.3% for April 2020.
 - **Vehicle on Tracks** – There were two days, March 8 and 12, with a vehicle on the tracks that caused train delays.
 - **Mechanical Delays** – In April 2021 there were 780 minutes of delay due to mechanical issues compared to 197 minutes in April 2020.
 - **Trespasser Strikes** – There was one trespasser strike on March 25, resulting in a fatality.
- **March:** The March 2021 OTP was 88.9% compared to 96.7% for March 2020.
 - **Trespasser Strikes** – There was one trespasser strike on March 25, resulting in a fatality.

Mr. Navarro appreciated the enthusiasm from the committee with distanced based fares and shared that he takes all suggestions into consideration. Mr. Navarro followed-up on items from last month's meeting and reported that the automatic people counter will count wheelchairs, bikes and will distinguish between an adult and a child as well. He reported that the technology is a 3D sensor with two lenses in each sensor. He then reported that the braking distance of a 7-car EMU at 79 miles an hour to go to zero in an emergency would be 1400 in 76 feet vs. versus a F40, which is about 2300 feet to stop at the same time. Mr. Navarro then shared a copy of the printed pocket timetables and reported that they will be installed on the trains soon. He also reported that the schedules will also be posted in the station information boards with the "you are here" sticker. Mr. Navarro then reported that is looking for the first EMU train set to arrive in California at the end of November and hoping to have power in the third segment the week of August. He then reported that staff is looking to enhance conductor uniforms to appear more authoritative. He then stated that staff continues to work on the Code of Conduct and hopes to present it soon. He then advised that staff is looking for suggestions on the IPhone app for conductors and continue to work on the "text for help" on the train for customers. Lastly, he reported that his staff took over the TVM maintenance. Mr. Navarro shared a slide with ridership data and mentioned that ridership is picking up.

Committee Comments:

Vice Chair Brandt asked about average weekly ridership data and Mr. Navarro pointed out that the information is reflected in blue on the chart. Vice Chair Brandt stated that he would convert the data to percent to compare to other Transit Agencies. Mr. Navarro stated that he would have staff include the percent from April 2019. Vice Chair Brandt also suggested running the Code of Conduct by the CAC for input and advice. Chair Shaw agreed. Mr. Navarro said that he would make a note of it. Chair Shaw said that he would agendaize the item.

Public comments:

Jeff Carter, Millbrae, via Zoom Q&A, thanked Mr. Navarro for the schedule distribution. Jeff then shared that he has seen the improvements since Mr. Navarro joined Caltrain and appreciated Joe for the good work.

Roland Lebrun, via Zoom Q&A, asked whether the EMUs have pantograph cameras.

Mr. Navarro explained the camera system in detail and can be heard on the recorded CAC meeting located on Caltrain.com

JPB CAC Work Plan

June 16, 2021

- E Locker Update
- CID2
- Cubic Mobile App

July 21, 2021

- COVID 19 cleaning efforts cost
- Blue Ribbon Task Force
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August 18, 2021

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September 15, 2021

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Suggested Items:

- 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
- Rail Corridor Use Policy – requested by Member Anna Dagum on 10/21/20
- South San Francisco
- Overview of COVID19 train schedule
- Industry Safe Functionality

DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:

June 16, 2021 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 7:54 pm