

**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 AUGUST 18, 2021

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

MEMBERS ABSENT: None

STAFF PRESENT: J. Navarrete, J. Navarro, B. Tietjen

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 5:41 p.m. and led the Pledge of Allegiance.

RE-APPOINTMENT / INTRODUCTION OF NEW CAC MEMBERS AND ALTERNATE

- Re-Appointment of CAC Member Larry Klein, Santa Clara County
- Introduction of New CAC Member, Jean-Paul Torres, San Francisco County
- Introduction of New Alternate CAC Member, Rob Jaques, San Francisco County

APPROVAL OF MINUTES OF JULY 21, 2021

Member Rosalind Kutler stated that there was substantive information left out from her comment regarding equity at the Bayshore station. She said that she had stated that as a representative of San Francisco, in her mind, Bayshore serves southeast San Francisco corridor, especially with the loss of Paul Ave. and wanted that to be reflected in the meeting minutes.

Motion/Second: Leung / Brandt
Ayes: Flautt, Klein, Kutler, Tuzman
Abstain: Shaw
Absent: None

Amended meeting minutes were approved.

PUBLIC COMMENT

Roland Lebrun, San Jose, via Zoom Q&A, commented on the new timetable, he stated that the new timetable is posted and is looking forward to the posting of the GTFS file to see the connections. He also said that the Baby Bullets do not pass anymore and wondered why Caltrain spent \$50M on Bayshore and Lawrence twenty years ago. He stated that the fastest time between San Francisco and San Jose is an hour and 10 minutes. He also noticed that there are no Baby Bullets on the weekends. He suggested switching the Gilroy trains to Baby Bullets. Roland then commented on Governance and stated that there were twenty-nine administrative positions created and a lot of other positions reclassified. He stated that there will be complete dissolution and that there will be more BART board members than San Mateo members on the Caltrain Board.

Adina Levin, via Zoom Q&A, commented on the fare system and expressed appreciation to the CAC for weighing in on Caltrain fare systems. She then stated that the Regional Fare Study is starting to come forward with its recommendations. She said that the Regional Fare Study has preliminary recommendations that will include some combination of free or reduced-price transfers, Go Anywhere transit passes that are like a Go Pass across various transit systems, fare capping, and possibly standardized regional fares. Lastly, she stated that the detailed recommendations will be coming forward soon and that although this body expressed wanting to comment on integrated fares, she did not see the item on any upcoming Agendas in the timeframe that would be relevant before the decisions would be made. She suggested the item to be Agendized in time to make a comment to the Board.

Jeff Carter, Millbrae, via Zoom Q&A, agreed with previous public comment from Adina and stated that it is important to have coordinated fares and fare integration. Lastly Jeff stated that Caltrain will need to get rid of the zones and go to distance based fares, as soon as possible.

CHAIRPERS'S REPORT

Chair Brian Shaw thanked the new members for their willingness to serve on the committee. He also asked them to let him know of their availability to attend the meetings for logistical purposes. He then stated that he will be in attendance at Friday's Session of Governance via Zoom.

COMMITTEE COMMENTS

Member Patrick Flautt welcomed and expressed gratitude to John Paul and Rob for joining the CAC and stated that he looks forward to their contributions.

Member Rosalind Kutler thanked staff for highlighting the fifty percent discount on the website. She suggested not using jargon like "TVM" and suggested using simple language. Member Rosalind asked where she may send her concerns and suggestions. Mr. Joe Navarro, Deputy Chief, Rail Operations advised Member Rosalind to email the CAC secretary, Patrice, with those concerns. Lastly, Member Rosalind is afraid that Bayshore will lose ridership it has built, with the timetable change. She is concerned

about the equity messaging versus the delivery and suggested an equity follow-up report. Mr. Navarro stated that he would pass along this information to staff.

Vice Chair Adrian Brandt advised the Committee that the TSA has extended a nationwide transport mask mandate that applies to buses, trains, and airplanes to January 18. He then suggested Caltrain join the many high-profile employers to make vaccinations mandatory. Lastly, Vice Chair Brandt agreed with Public Comment made by Adina Levin and requested a presentation to the CAC be agendaized in time to make an intelligent comment to the Joint Powers Board prior to their presentation in October.

Member David Tuzman agreed with both Public Comment from Adina Levin and Vice Chair Brandt and mentioned that he asked to be connected to the Fare Integration Taskforce to give a presentation to this body. Member Tuzman also commented on a Housing Workshop for San Carlos 2040 he attended. He stated that whatever perception people get about the level of transit that is provided in the region is actually shaping housing policy. Mr. Navarro suggested Member Tuzman reach out to Caltrain staff, Melissa Jones for a presentation.

Member Larry Klein thanked the Board for the reappointment and stated that he has enjoyed being on the Citizen's Advisory Committee for several years, now. He also welcomed the new Committee members and looks forward to Electrification.

Alternate Member Neeraj Mathur welcomed the new Committee members and offered his help with any questions.

Member Jean-Paul Torres thanked the Committee for the warm welcome and introduced himself. He agreed with Member Kutler and stated that southeast San Francisco definitely needs more access with Caltrain and sees a lot of opportunity there. Member Torres also agreed with bringing the Blue-Ribbon Task Force presentation to the CAC and stated that it is very important for affordable fare structure and is excited to hear that that this body has been helping to encourage that study.

Alternate Member Rob Jaques thanked everyone for the warm welcome and introduced himself. He also echoed the committee's request for a presentation from the Blue-Ribbon Task Force and the information on the fare work and stated that it is important for the committee to weigh in on for the public to make their comments.

Member Patricia Leung commented on Member Tuzman's comment about people not thinking about Caltrain as a reliable service and stated that it is not uncommon amongst people who talk about development plans around station area who are not daily riders and do not understand how the service works and is a perception that can be changed. She then talked about the current state of the Santa Clara project and the City Council's Goal Setting meeting.

Member Tuzman advised the committee to have legislation AB1401 on their radar.

Public Comments:

Roland Lebrun, San Jose, via Zoom Q&A, stated that Bayshore will be a mega stop and will have a much better connection to the last stop on the T-Line to a footpath between the carwash and the station. He then stated that the only way to enforce the TSA mandate is to arrest violators. Roland then asked when will frontline employees require vaccination or weekly COVID testing. He then stated that with the new schedule, he will no longer be riding Caltrain because it will take too long now. He mentioned that the reason there has been trouble getting a presentation from the Blue-Ribbon Taskforce is because there is a conflict of scheduled meetings. He then he suggested meetings for Members Jaques and Leung to attend to be better informed about DTX and surrounding projects. Lastly, Roland stated that the Gilroy line is no longer desirable.

Adina Levin, via Zoom Q&A, provided additional background information in response to the interest of this body and getting an update on the Regional Fare Study recommendations. She then stated that a presentation in October would be too late to make a comment in order for it to be relevant and encouraged this body to ask for a presentation in time to be able to make relevant comment to the board before the decisions get made. Additionally, she made the distinction between the Fare Integration Taskforce and the Blue-Ribbon Taskforce and said that those are two different bodies, but they are converging into supporting and implementing the fare study, which is why the CAC's feedback, in a timely manner, will be helpful. Chair Shaw responded that he and Vice Chair Brandt will get together with staff to agendize that item for next month.

Jeff Carter, Millbrae, via Zoom Q&A, agreed with previous public comment and stated the importance for items such as the fare integration and seamless fares to come before the CAC before it goes to the board as the CAC is a body to advise the board on proposed improvements, etc. He then stated that the proposed BART extension to Santa Clara would be redundant, costly and unnecessary.

Cody Vaughn, via Zoom Q&A, advocated for more integrated fares and said that it is important for the Citizen's Advisory Committee to be an advocate for that. He then asked Caltrain to take more consideration for riders that ride on off peak times. He also agreed with previous comments that either the CAC has a presentation or learns more about the like the fare integration recommendations before decisions are made on it.

Vaughn, via Zoom Q&A, commented on the Transit Oriented Developments and stated that the benefits are for the developers, not the residents or Transit. He stated that the developers are the ones that will make money off getting a small piece of land.

CALIFORNIA HIGH-SPEED RAIL - NORTHERN CALIFORNIA REGION

Rachel Bickert, Outreach Specialist, California High-Speed Rail Authority and Morgan Galli, Northern California Deputy Regional Director, California High-Speed Rail presented the California High Speed Rail Northern California Region presentation.

The full presentation can be found on caltrain.com

Committee Comments:

Chair Shaw thanked Morgan and Rachel for the presentation and stated that it is greatly needed and is excited that California will be leading the country in something super important. He mentioned that this project is important, not only for air quality California airports will not be able to facilitate the growth of mobility between the two population centers of this state. He looks forward to catching a train at the Salesforce Transit Center and heading down to Southern California and visiting family and friends. He encouraged the continued great work through its challenges.

Member Larry Klein would like to see the overall budget, the bigger picture of where funding is and a general schedule and timeline of construction and ongoing efforts. The presenters responded that they would share additional information with this group.

Vice Chair Brandt thanked Morgan for the presentation and commented on the safety improvements. He stated that quad gates do not really address the current and historic mechanism by which cars find themselves in the path with trains. He then stated that Caltrain is currently changing all grade crossing circuits from constant warning time to dual speed check which will increase downtime and research shows does cause people to be tempted to drive around the gates and for that reason may benefit from quad gates which prevent vehicle drive around. However then stated that grade separation is the solution. Vice Chair Brandt then asked for the status of the arguments on diesel or battery-operated trains. Lastly, Vice Chair Brandt asked for the community meetings be recorded for later viewing.

Member Kutler agreed with Vice Chair Brandt's comment and requested the community meetings be recorded. She also asked whether there are public presentations available. Morgan responded that information on the project can be found on the High-Speed Rail Authority website and mentioned that all presentations from the Community Working Groups may be found there as well. She then stated that she would follow-up with further details.

Member Patrick Flautt thanked both Morgan and Rachel for their time and the wonderful presentation. He also thanked staff for facilitating the presentation.

Vice Chair Brandt asked why CWG meetings are not made available for the interested public to access. Morgan responded that it has not been customary to record a community meeting when they are held in person and will take the suggestion.

Public Comments:

Roland Lebrun, San Jose, via Zoom Q&A, mentioned the differences between the High-Speed Rail between Victorville and Las Vegas and the Central Valley High Speed Rail. He then talked about funding. He also suggested reviewing the meeting minutes from the Executive Steering Committee to identify problems with the DTX. Lastly, Roland made additional comments on High-Speed Rail.

Jeff Carter, Millbrae, via Zoom Q&A, requested public meetings be recorded. He then expressed his frustrations with High-Speed Rail regarding cost and time spent. Jeff then shared that he thinks that there should be four tracks through as much of the corridor as possible to make the system as versatile as possible. Jeff then stated that grade separations are important and are a highway improvement, not necessarily a transit improvement. Lastly, he reiterated that Caltrain is not responsible for trespasser illegal activity on the tracks.

Adina Levin, via Zoom Q&A, expressed her support in the recoding of community meetings. She then asked for an explanation from High-Speed Rail as to why they continue to support the option that has the surface parking even though there is another option available. Surface parking seems to be going in a different direction from the policies that Caltrain Board has a generally adopted in terms of favoring a walk, bike, and transit access to its stations. Morgan responded and stated that she may need to follow-up, however she stated that the parking that is identified in the preferred alternative and in the reduced site option is the parking that needs to be identified to be replaced, that is BART and Caltrain parking in the environmental document. She also mentioned that High Speed Rail is committed to working with all station communities on working development and development plans around the station.

Vaughn, via Zoom Q&A, stated that the state of Washington conducted a study recently on finding out why transit systems take so long and costs so much to do. The main reason they came up with is the local customizations that go on once the project is set up. He stated that Caltrain electrification is the same and cautioned getting stuck and encouraged getting things done to reduce carbon footprint and cars off of the road.

Cody Vaughn, via Zoom Q&A, expressed his support for the High-Speed Rail project and the work that they are doing with the city of San Jose with the plans for the new station, as well as transit-oriented development there. He also supported any community meetings be recorded.

CALTRAIN ELECTRIFICATION UPDATE

Brent Tietjen, Government and Community Relations Officer, presented an Update on Caltrain Electrification Update.

The full presentation can be found on caltrain.com

Committee Comments:

Vice Chair Brandt advised the committee for more videos of Caltrain, search YouTube Statler KISS.

Public Comments:

Jeff Carter, Millbrae, via Zoom Q&A, appreciated the report and requested it be posted on website. He then shared his disappointment with the two-year delay with the revenue service. He then asked staff to include the train arrival dates. Lastly, Jeff suggested He stated that Caltrain is planning for fifty-inch above the rail platforms to be compatible with High-Speed Rail. Although it is not known what High-Speed Rail will use, he suggests twenty-five inches above the top of rail for level boarding and that Caltrain should advise High Speed Rail how to conform.

Roland Lebrun, San Jose, via Zoom Q&A, commented on the Caltrain Electrification Update presentation and expressed his frustration with only showing sections one through four. He then stated that Caltrain will not have more capacity until they go to eight car trains. He then said that the signal system should have been completed before electrification. Regarding Plan B if signal system is not ready, Roland suggested testing the EMUs in Pueblo by pushing and pulling with diesel. Roland also mentioned the problem with EMU storing and suggested getting rid of the Gallery cars. Lastly Roland commented on the train doors and suggested Caltrain to purchase High Speed Rail trains.

Vaughn, via Zoom Q&A, stated that the only reason Caltrain does not have more capacity is because they are running shorter trains to meet the BART substandard. He stated that rail is good for ten percent congestion reduction. Vaughn then asked, if staff had more money, could electrification be done sooner. He stated that there are funds out there and to consider obtaining, if possible, to help reduce CO2 emissions sooner.

Vice Chair Brandt stated that until staff gets signaling worked out and approved, installed, and tested, they cannot run a single electric train. He agreed with public comment made by Roland regarding testing by push/pull in Pueblo. Lastly, he suggested using diesel with the new fleet to address the storing issue.

STAFF REPORT UPDATE

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

On-time Performance (OTP) –

- **July:** The July 2021 OTP was 90.2% compared to 96.4% for July 2020.
 - **Vehicle on Tracks** – There were two days, July 17 and 24, with a vehicle on the tracks that caused train delays.
 - **Mechanical Delays** – In July 2021 there were 586 minutes of delay due to mechanical issues compared to 558 minutes in July 2020.
 - **Trespasser Strikes** – There were two trespasser strikes on July 9 and 23, one resulting in a fatality.

- **June:** The June 2021 OTP was 91.5% compared to 96.3% for June 2020.
 - **Trespasser Strikes** – There was one trespasser strike on June 3, resulting in a fatality.

Mr. Navarro stated that regarding electrification staff is on course with what has been planned and the dates that have been given at the board meetings. He also stated that Caltrain has room for both the new electrification fleet and room to maintain a diesel fleet. Mr. Navarro then stated that staff is working in advancing planning and work to increase the signal cut overs with the dual speed checks and hoping for a conclusion within the next week or two and will be able to report plans by the end of next month to help address that situation.

Mr. Navarro then shared two slides showing Estimated Total (Monthly) Ridership and Estimated Weekday Ridership Trend charts.

Committee Comments:

Vice Chair Brandt asked whether there is a possibility to run the EMUs with diesel. Mr. Navarro confirmed that it is possible to move them and couple them. Vice Chair Brandt whether that is something staff would consider running. Mr. Navarro stated that when the time comes; staff will consider all options that comply. Vice Chair then asked about the recent vehicle strike and Mr. Navarro responded that as always, that information will be shared at subsequent meeting. He then commented on the Ridership trend charts and requested that the percentage be added and for it to be included in the Agenda Packet.

Member Kutler commented that although the trend chart may reflect a small percentile point of view, the trains feel crowded. She also commented that there is a different situation now and that although staff is looking for ridership to go up, there also remains the need for distance between people and that the Special Service for Giants game trains feel very uncomfortable. Vice Chair Brandt shared comments on the previous day's fatality. Member Roz shared that she was amazed with the recovery time from that fatality especially during a Special Event for the Giants. Vice Chair shared that with the timetable change and added Service it would alleviate the trains feeling crowded.

Public comments:

Jeff Carter, Millbrae, via Zoom Q&A, stated that the trains feel more crowded and that it is a good and bad thing with respect to increased ridership and COVID, respectively. He appreciated the Ridership Trend Charts and requested to include how the data is calculated.

Roland Lebrun, via Zoom Q&A, stated that the fatality that occurred the day prior would have never happened with quad gates. He also expressed his frustration with the 25th Ave. grade separation vs the greater need for one in Burlingame. Roland then

reiterated testing the EMUs using push/pull in Pueblo, Colorado. He then stated that Caltrain is the only agency that does not show ridership as a percentage of the baseline back in February 2019. Lastly, he is looking forward to the crowding of trains being addressed.

Jonathon E., via Zoom Q&A, stated that he was glad to hear that there will be special event service after concerts, such as the Hella Mega Tour, however, he does not see special event services reflected on the website, other than for Giants games. Mr. Navarro stated that the website would be updated soon.

Doug DeLong, via Zoom Q&A, commented on the service provided during COVID and then asked whether with the timetable change whether the fleet would go to six car trains to provide more elbow room. Mr. Navarro stated that Caltrain will keep five car train sets however will provide more service than ever before and as things change staff is prepared to adjust quickly.

JPB CAC Work Plan

September 15, 2021

- Cars on tracks update
- SSF
- Rail Safety Month
 - JPB
 - TASI

October 20, 2021

- Code of Conduct
- Clipper Data Availability
- Hillside Station Obstacles

November 17, 2021

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December 15, 2021

- Customer Experience Completions & Recommendations
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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
- Industry Safe Functionality
- Regional Fare Integration Task Force – requested by Member David Tuzman on 6/1/21
- Blue Ribbon Task Force

DATE, TIME, AND LOCATION OF NEXT REGULAR MEETING:

September 15, 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 8:30 pm