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**JPB Citizens Advisory Committee  
1250 San Carlos Avenue, San Carlos, CA 94070  
Bacciocco Auditorium, 2<sup>nd</sup> Floor**

## **AGENDA**

**November 17, 2010 - Wednesday**

**5:30 p.m.**

STAFF LIAISON: Michelle Bouchard, Director, Rail Transportation

1. Pledge of Allegiance
2. Roll Call
3. Approval of Meeting Minutes of October 20, 2010
4. Public Comment  
Public testimony by each individual speaker shall be limited to three minutes
5. Chairperson's Report (J. Hronowski)
  - a. Selection of a Nominating Committee for 2011 Election of Officers
6. Presentation: Clipper and Caltrain Fare Media Transition (J. McGovern)
7. Ad Hoc Committee – Update on Review of Trade-Offs Analysis -  
Bike Capacity (F. Granade, M. Tekchandani, C. Tucker)
8. Staff Report (M. Bouchard)
9. Committee Comments
10. Date, Time and Place of Next Meeting  
December 15, 2010 at 5:30 p.m., San Mateo County Transit District Administrative  
Building, 2<sup>nd</sup> Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA
11. Adjournment

*All items on this agenda are subject to action*

**CAC MEMBERS:** **San Mateo County:** Paul Bendix, Gerald Graham, Sepi Richardson  
**San Francisco City & County:** François Granade, John Hronowski (Chair), Mona Tekchandani  
**Santa Clara County:** Bruce Jenkins, Cat Tucker, Brian Wilfley (Vice Chair)

**PENINSULA CORRIDOR JOINT POWERS BOARD**  
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## **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](mailto:cacsecretary@caltrain.com). Agendas are available on the Caltrain Web site at [www.caltrain.com](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: 390, 391, 295, 260, and KX. [CLICK HERE FOR MAP.](#)

The JPB Citizens Advisory Committee meets regularly on the third Wednesday of the month at 5:30 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**

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### **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.

**Peninsula Corridor Joint Powers Board (JPB) Citizens Advisory Committee (CAC)  
San Mateo County Transit District Administrative Building  
1250 San Carlos Avenue, San Carlos CA 94070**

**MINUTES OF OCTOBER 20, 2010**

**MEMBERS PRESENT:** P. Bendix, G. Graham, F. Granade, J. Hronowski (Chair), B. Jenkins, S. Richardson, M. Tekchandani, C. Tucker, B. Wilfley

**MEMBERS ABSENT:** None

**STAFF PRESENT:** T. Bartholomew, M. Bouchard, R. Lake

Chair John Hronowski called the meeting to order at 5:33 p.m. and led the Pledge of Allegiance.

**Approval of Minutes**

A motion (Tucker/Tekchandani) to approve the minutes of September 29, 2010 was passed (Graham and Richardson abstained.)

**Public Comment**

Pat Giorni, Burlingame, said BART and Caltrain schedules aren't coordinated.

Jeff Carter, Burlingame, reported:

- There is a lot of misinformation about High Speed Rail (HSR), which it is not countered. The city of Burlingame installed story polls representing high-speed rail details. Caltrain and HSR are not working together on signal systems and platform heights.
- Caltrain's performance report is misleading because it uses the route from San Francisco International Airport (SFO) to Pittsburg instead of Pittsburg to Millbrae. The distance is greater but the fare is less because there is a \$4 surcharge to SFO.

**Chairperson's Report – John Hronowski**

Chief Executive Officer Michael Scanlon was elected chair and JPB Director Nathaniel Ford elected secretary/treasurer of the American Public Transportation Association.

Paul Bendix and Bruce Jenkins arrived at 5:42 p.m.

**Ad Hoc Committee – Update on Review of Trade-Offs Analysis - Bike Capacity**

Mona Tekchandani reported the ad hoc committee reviewed findings of the Bike Count and Dwell Time Study and prepared a memo on bike capacity recommendations to present to the JPB. She said the magnitude of bike denials is actually rather small in comparison to what is heard anecdotally. The committee recommended Option A: Reword consist turns as no further investment in bicycle space capacity appears warranted at this time. Suggestions were provided in the report on other means to mitigate bicyclists' concerns.

Francois Granade arrived at 5:44 p.m.

Mr. Granade said it was a pleasure to work with the ad hoc committee and agreed with many of the details but couldn't sign onto the memo. He thinks the evidence in the study is different from what he sees on the trains; he has some issues with methodology; and the main issue is too much variability to measure. He said the best solution would be two bike cars on every train. He said the study lacked details on an economic opinion to make a decision. He thinks bike demand should be served and current and future conversion costs should be examined. Mr. Granade said the bicyclists are a small population but it is remarkable that bike customers and staff are working together for a solution on capacity.

Gerald Graham said, according to the September meeting minutes, the number of bike denials is running about 1 percent. This is not very large considering 55 denials for 5,136 bike slots each day.

Director of Rail Transportation Michelle Bouchard said the basis for last month's presentation was a Bike Count and Dwell Time Study conducted over a course of a month to collect some high season data. The study numbers are similar to the study done by a bike coalition. Staff has developed a potential continuum approach with options. Option A is about making a concentrated effort on Caltrain's existing deployment of existing resources to be able to do better by this community. She said there is no 100 percent solution to capacity issues even if Caltrain goes toward full investment in the options. Caltrain's planning perspective is to do the best within limited resources given the guidance of the JPB, CAC and riding public. Ms. Bouchard said it is heartening to hear diversity of opinion on this issue because it reflects the fact that the CAC truly is a representation of the spectrum of riders on the system. When talking about what is better for bicyclists, Caltrain must also consider issues in terms of mechanical issues, health of rolling stock, and other rider groups. It's ride quality and atmosphere; and sometimes it boils down to whether Caltrain is providing a lot of capacity onboard for a certain group and, is that potentially to the detriment of the another. This needs to be considered.

Brian Wilfley said he has never been denied boarding on Caltrain as an ordinary rider, but bicyclists have and wheelchair riders do from time to time. It's an asymmetrically distributed experience and he is mindful of the fact that this is true in considering what should be recommended. He asked if the continuum approach refers to the continuum between Options A and C. Ms. Bouchard replied yes.

Mr. Wilfley said he was very suspicious that if Caltrain changes a few gallery cars it will find the turns will get easier. He said one of the things the CAC does to best effect is to reflect thinking to the JPB. He said the ad hoc committee's report is very helpful and he would be in favor of forwarding it to the JPB with a written dissent, noting that the CAC has thought about this, it's a complicated question, and the CAC is presenting some recommendations and a dissent. Ms. Bouchard agreed.

#### Public Comment

Pat Giorni, Burlingame, said she has collected bump data for about two and one-half years and distributes it monthly to the JPB. She tallied all the bumps in the October 7 JBP correspondence file, which showed 248 plus bumps. Caltrain's dwell time study showed 55 bumps but she said that was done between two months worth of agenda packets and the month before had 100 plus. By the time the rest of the month was tallied, where the 55 bumps occurred, it was about 100 bumps. She said there may be 5,000 bike slots but thousands of them are outside of peak hours. She said the dissenting opinion is more in line with what Caltrain has found up to this point.

Ms. Tekchandani wanted to make it clear the chart of data the ad hoc committee used was a merge of data from the Bicycle Advisory Committee (BAC) and Caltrain's Bike Count and Dwell Time Study. The bump data from January through August 2010 is the cumulative number of bumps, which in quite a few of the cases, shows about less than one bump per train over the eight-month period. Ms. Giorni said per train doesn't count; one-third of those trains actually run with very few passengers. Ms. Tekchandani said she was talking about the bump count.

Ms. Giorni said last January through March was the rainiest season in five years and numbers are down but up again since the study was done. She said car conversion costs were \$70,000 four months ago and are now \$30,000. At \$3.60 per average ticket, the cost could be recouped in six to eight months.

Cat Tucker said bumping is an emotional thing that messes up the process of getting to work, but her concern is with fiscal responsibility. The data does not support spending \$30,000 per conversion on a special sector of ridership. Caltrain should focus on Option A, which would help mitigate the 200-something bumps down to 50.

Ms. Bouchard said staff is working on a rework to do before the January schedule change, which will have an impact to situations where a double bike car might be substituted with a single.

Mr. Granade said this is obviously an economic issue of how much is being spent and what could be the return. He suggested if Option A is completed and doesn't work within a specified time, other solutions should be envisioned. He said stacks of emails noting bumps is not very efficient and makes political noise, which creates tension. He suggests finding a better way to count continuously, and the problem is between the conductor and the person who stays on the platform.

Sepi Richardson asked how Option A could be funded. Ms. Bouchard said Option A is a no-cost solution.

Ms. Richardson made a motion that the CAC recommend Option A for now and, at the same time, to provide the subcommittee's recommendation to the JPB for further decisions and analysis of their resources.

Mr. Granade asked if the ad hoc committee report would be submitted to the JPB with a dissenting opinion.

Ms. Bouchard said the first option is to take a vote on the document as is and note it was a split decision. Or, it could be noted there was a diversity opinion and move forward with the document with a dissenting opinion with the understanding and hope that the goal is to gain unanimous support.

Ms. Tekchandani said she would like to note the vote taken because there is a BAC and it has a full report it will be presenting to the JPB. Ms. Bouchard said the BAC does not report to the JPB; it is an advisory committee to staff per the BAC charter.

Ms. Richardson said her motion stands because there is a diverse opinion.

Mr. Granade said the best solution is to present the result to the JPB including a dissenting opinion.

Ms. Bouchard said she recommends including a dissenting opinion as part of the document and to bring this as an advisory recommendation to the JPB. She suggested the motion include the recommendation of the ad hoc committee as amended with a dissenting opinion for consideration by the JPB.

Ms. Tucker said she is looking to Mr. Granade to write the dissenting opinion for the document because that is not in the document to present to the Board.

Mr. Granade said the process is a long-term decision. There needs to be a better analysis of cost and revenue and effort to serve demands that exist.

Ms. Bouchard said the chair could bring the proposed recommendations forward and say he would be coming back to the JPB with an approved memorandum of recommendation that includes an approved dissenting opinion. This would be an acknowledgment of a dissenting opinion and the ad hoc committee would work through what that would be and at the next CAC meeting, the entire CAC would approve. She said the chair could work with the ad hoc committee on his report to the JPB. Ms. Bouchard said she would be very comfortable only if the entire CAC approved what was officially going to the JPB. She suggested the chair acknowledge at the JPB that this issue has been the subject of some serious debate and the issues inherent in the debate are not clear in one camp or the other. Ms. Bouchard said this would be agendaized for the next CAC meeting.

Ms. Richardson asked that the motion be withdrawn for action at the next CAC meeting.

Chair Hronowski thanked the ad hoc committee for all their work.

### **Staff Report – Michelle Bouchard**

- The JPB approved a plan of service and fare changes to bridge the budget gap. Changes will be implemented in January 2011. The San Francisco and San Jose staff ticket offices were closed. Prior to closing, staff had, and continues to have, many outreach sessions including a booth advising customers on the use of Clipper as a way to purchase tickets. The Metropolitan Transportation Commission has mandated transitioning multi-ride tickets. Caltrain will discontinue selling 8-ride tickets and monthly passes at the end of January 2011. Staff ticket office closures will save \$600,000. Due to feedback from the outreach process, one customer service position will be retained for duties in San Francisco and San Jose.
- Service and fare recommendations included:
  - a. Increase Go Pass from \$140-\$155 for a net savings of \$150,000.
  - b. Increase zone fare by 25-cents for a net savings of \$1,400,000.
  - c. Suspend four midday trains for a net savings of \$175,000.
  - d. The sum total of these savings is \$2.3 million.
  - e. Based on customer feedback, staff is recommending a minimum of a three-month pilot project for Baby Bullet weekend service beginning in January 2011. This would involve one crew, on train set, four trips on a weekend day with roughly seven stops distributed amongst the three partner counties for a trip time of one hour and 36 minutes. Service will not begin for the holidays because staff must have time to promote the service. Success will require a 10 percent increase in Baby Bullet weekend ridership on each weekend day to cover incremental costs. Promotion of the program involves Friends of Caltrain, the CAC, community groups, etc.

Mr. Bendix asked if there would be special branding. Ms. Bouchard said she would like to have the Marketing Department present details on planning and promotion to the CAC. The intent is to have it be a standout product.

Chair Hronowski asked if local service would continue. Ms. Bouchard replied yes.

- Caltrain will be involved with work in another budget year in January 2011 and the major issue is how to bridge the \$29.4 million funding gap. Staff is working on a truncated 48 train schedule.

Mr. Graham asked if one of the weekend Baby Bullets would serve Gilroy. Ms. Bouchard said service will be between San Francisco and San Jose.

Ms. Tucker asked how much ridership would be needed to support service to Gilroy. Ms. Bouchard said Caltrain does not currently have a weekend model that supports any service to Gilroy.

- Average weekday ridership was in excess of 41,000 for September, an increase of 3.8 percent from September 2009, which is much better than many service providers in the Bay Area and nationwide. Revenue increased 7.5 percent from September 2009, which is on line with the budget.
- Baseball ridership was about 4,500 yesterday with a postseason increase of 5 percent.

Chair Hronowski said the San Francisco Municipal Transportation Agency was handing out complimentary Clipper cards. He asked if this was being done on a complimentary basis to encourage people to sign up. Ms. Bouchard said she could check and reply to the chair. She said staff is putting together a list of frequently asked questions (FAQs) on Clipper that will be posted on the Caltrain website.

Mr. Wilfley commented on the positive results of the solution to scheduling problems and quoted his boss, "Luck favors the ablest navigator." He complimented staff for coming up with a solution to a problem, which turns out to be good in its own right as a result of brilliant staff work.

#### Public Comment

Jeff Carter, Burlingame, reported:

- a. Riders appreciate the proposed weekend Baby Bullet Service.
- b. Riders to Giants games gather at ticket machines and don't have time to purchase a ticket before the train arrives. Clipper will worsen this situation because riders won't be able to use the 8-ride ticket for more than one rider, which will create more problems with ticket validation. He said conductors report the Clipper card takes five to ten times longer to validate than the regular flash pass.

#### **Committee Comments**

Ms. Tekchandani said the CAC should work on all efforts that might have a positive impact on Caltrain including push notification to customers, potential for Wi-Fi onboard, weekend shuttle service, and availability of Zip cars at stations for weekend Baby Bullet service.

Mr. Granade said it would be important to work with taxi companies for the last mile problem and the taxi company could be advertised in a train flyer.

Ms. Tekchandani said revenue goals could be attached to impact solutions.

Ms. Tucker said the CAC should develop a list of goals and objectives for 2011.

Ms. Richardson said city councils set goals at the beginning of the year.

Chair Hronowski said this could, perhaps, be put on the January agenda.

Ms. Richardson supports HSR but thinks transparency is a problem. HSR approached the city of Brisbane on the possibility of having 20 of 600 acres for a maintenance yard. The requirement of 20 acres is now 150 acres. She said there are unrealistic timelines for funding and inadequate communication. She is a member of the Peninsula coalition group for HSR and asked members to encourage interested persons to join.

Ms. Bouchard said it is very important to know the relationship between Caltrain, HSR and the Peninsula Rail Program. Staff will be presenting information at a future meeting to better lay out the relationship and potential for providing a transparent approach, at least from Caltrain's perspective.

Mr. Wilfley said he read an article that reported China wants to build 40,000 miles of high-speed rail.

Mr. Graham said a family member is concerned and confused about the parking pass and use of Clipper. Ms. Bouchard will discuss this offline with Mr. Graham. She said the list of Clipper FAQs will answer many questions.

Mr. Jenkins and JPB Director Art Lloyd recently traveled on high-speed trains in Europe. He said his belief was the US was a third world country regarding high-speed rail and concluded the US is a fourth world country compared to France and Germany. He said all transit systems are safe and synchronized.

Mr. Granade said Clipper and HSR have a lot in common: They are great projects and complex to put in place, but need to be pushed to become smooth services.

**Date, Time, and Location of Next Meeting**

Wednesday, November 17, 2010, 5:30 p.m., San Mateo County Transit District Administrative Building, 2<sup>nd</sup> Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA

The meeting was adjourned at 6:59 p.m.