



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

March 21, 2012 - Wednesday

5:40 p.m.

STAFF LIAISON: Michelle Bouchard, Director of Rail

1. Pledge of Allegiance
2. Roll Call
3. Approval of Meeting Minutes of February 15, 2012
4. Public Comment
Public testimony by each individual speaker shall be limited to three minutes
5. Chairperson's Report (P. Bendix)
6. Caltrain Modernization Early Investment Proposal (S. Murphy)
7. Staff Report (M. Bouchard)
8. Committee Comments
9. Date, Time and Place of Next Meeting
April 18, 2012 at 5:40 p.m., San Mateo County Transit District Administrative Building, 2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA
10. Adjournment

All items on this agenda are subject to action

CAC MEMBERS: **San Mateo County:** Paul Bendix (Chair), Gerald Graham
San Francisco City & County: Kevin Gardiner, John Hronowski, Scott Klemmer (Vice Chair)
Santa Clara County: Bruce Jenkins, Cat Tucker, Brian Wilfley

INFORMATION TO THE PUBLIC

If you have questions on the agenda, please contact the Assistant District Secretary at 650.508.6279 or cacsecretary@caltrain.com. Agendas are available on the Caltrain Web site at 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.

The JPB Citizens Advisory Committee meets regularly on the third Wednesday of the month at 5:40 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 FEBRUARY 15, 2012

MEMBERS PRESENT: P. Bendix, G. Graham, J. Hronowski, B. Jenkins, S. Klemmer, C. Tucker

MEMBERS ABSENT: K. Gardiner, B. Wilfley

STAFF PRESENT: T. Bartholomew, C. Harvey, R. Haskin, M. Lee, A. Maguigad,
M. Martinez, N. McKenna

Chair Bendix called the meeting to order at 5:43 p.m. John Hronowski led the Pledge of Allegiance.

Approval of Minutes

A motion (Tucker/Hronowski) to approve the minutes of January 18, 2012 was approved.

Public Comment

Jeff Carter, Burlingame, said he took the train the day the Forty Niners played at Candlestick and about 50 people got off at Bayshore Station at 10:30 a.m. Counts were taken that day and he hopes this information is kept for future reference.

Chairperson's Report – Paul Bendix

CAC Chair Bendix reported:

- Everyone received a notice concerning a joint Association of Bay Area Governments and the Metropolitan Transportation Commission (MTC) study and survey. The information is under onebayarea.org and there are a series of short presentations and a very efficient survey. The survey is very worthwhile completing and deals with matters such as priorities and spending, bike lanes versus expanded freeway lanes and safe housing.
- Everyone also received an email from Government Affairs Officer Jayme Ackemann concerning a bill before the House that would drastically cut funding to public transportation. Public response has been strong and there has been lobbying by the American Public Transportation Association. He asked how the CAC, as a committee, can be effective around issues such as this.
- Would like to receive a presentation on transportation advocacy and social media in the upcoming months.

Gerald Graham said Caltrain seems weak in getting things done and there needs to be more pressure on representatives. He would like to know what is being done to get more sympathy from the public for Caltrain.

Update on Bylaws – Article III – Meetings, Section 3

JPB Secretary Martha Martinez said this item will be on the March 1 agenda for Board action. She did research other transit agencies attendance policy and the CAC is consistent with the number of absences and using a calendar year. She also did not see any policies, bylaws or rules that any other citizens group has regarding extenuating circumstances.

Mr. Graham asked if the amendment will be more in line with the other CACs.
Ms. Martinez said yes.

Cat Tucker thanked staff for their help on this issue.

Chair Bendix asked what the next steps are. Ms. Martinez said once the Board approves this action she will provide an updated copy of the bylaws to the committee.

Update to Changes to Codified Tariff

Executive Officer, Customer Service and Marketing Rita Haskin thanked everyone for their comments last month. Last month, Mr. Graham said he thought this change was discriminatory. Staff did a Title VI analysis to ensure there was no discrimination and nothing was found. However, staff is still working on the proposal being brought to the March meeting, but will probably recommend keeping the 8-ride ticket, however it won't be valid for as long and customers won't receive as deep a discount as they currently receive. Another change being looked at is the price difference between the paper tickets and Clipper. Staff is analyzing whether it should be done on the zone, which was previously presented, or possibly do it just on the base. However, if not enough people move over to Clipper with the 25-cent incentive then staff will look at implementing the zone increase.

Ms. Tucker asked if the comments received at the public hearing will be available to the CAC. Ms. Haskin said she will be able to provide them at the next meeting. A total of 182 comments were received, most of them pertained to the 8-ride ticket.

Mr. Hronowski asked if there were any comments about the Day Pass. Ms. Haskin said most people using the Day Pass are only travelling two times a day and even though it is not on Clipper the customer will be able to save the same amount.

Ms. Tucker asked if there were any comments in the change in parking. Ms. Haskin said that change was only if the 8-ride ticket was eliminated.

Public Comment

Jeff Carter, Burlingame, said he spoke at the public hearing on the 8-ride ticket. The 8-ride ticket was nice for a group to use when going to the Giants game. It does offer value to the customer and makes Caltrain more useful and versatile. Perhaps instead of being an 8-ride ticket it can go back to a 10 or 15-ride ticket to be more valuable. There was a comment about the 8-ride ticket being deeply discounted and doesn't see how 15 percent is deeply discount. He is hoping the 8-ride will be retained and improved. Caltrain should look into reintroducing a weekly ticket that offers more

versatility and eliminate the zones because a person going 25 miles pays the same as a person travelling 2.5 miles.

Staff Report – April Maguigad

Manager, Rail April Maguigad reported:

- In response to Mr. Carter's comment, staff is keeping the ridership numbers from the Forty Niner playoff game.
- The new rail operator transition continues with TransitAmerica, Inc. (TASI). Staff met with the Federal Railroad Administration today to discuss the transition and the regulatory component. TASI is very interested in the customer service aspect. Doug Hong, Deputy General Manager of Customer Service and Support was introduced.
- At the last meeting, there was discussion on parking at the 22nd Street Station. She and Director of Rail Michelle Bouchard attended a meeting with the San Francisco Parking Commission to discuss their plans, but since then the parking issue has been tabled, pending further review.
- A special schedule will be operated on President's Day.
- On February 29 at 10:30 a.m. there will be a celebration for the completion of the San Jose and Santa Clara stations.
- Staff is still looking at Bombardier redesign for the wheelchair ramp.

Mr. Graham asked what the San Jose and Santa Clara event is. Ms. Maguigad said new platforms were added in San Jose to increase capacity for ACE and Capitol Corridor trains stopping there. At Santa Clara, a platform was added and in the future ACE trains will begin stopping there again.

Scott Klemmer said there are a lot of bicyclists getting bumped on Train 324 and are there plans to run gallery trains or increase service? Ms. Maguigad said the Bombardier cars are specifically used for Baby Bullet service and there are a lot of operational concerns to switch equipment around. Staff is always looking at how to best balance the bike community versus the non-bike community.

Mr. Klemmer said Ms. Bouchard mentioned a few months ago that staff might look into increasing rush hour service. Ms. Maguigad said she is not sure where Ms. Bouchard is on this.

Ms. Tucker asked if there is an update on Warm Planet Bike Facility. Deputy CEO Chuck Harvey said staff is in discussion with the current operator on an appropriate subsidy for the service. The JPB and staff are eager to keep the facility opened. Ultimately staff will bid the service out competitively and possibly that bid will include some concepts for increasing capacity by using some of the real estate around the building that the current operator does not want to use.

Ms. Tucker said she is on the Pedestrian Advisory Committee for Santa Clara County and they received a presentation on the bicycle sharing program. She asked if this program is going forward from Santa Clara to San Francisco. Mr. Harvey said the program is limited to locations. From Caltrain's perspective, the way the grant was set-

up, one major location was selected, i.e. station, to put all efforts towards for alternative commute ideas. There will be a bike share pod at the Redwood City Station. Details are being worked out and then staff will have to do a competitive bid for the bike operator.

Ms. Tucker asked what the timeframe is for this project. Mr. Harvey said staff was hoping to have the initial project up and running within the first year when the grant money started flowing. Ms. Haskin said the Bay Area Air Quality Management District is leading the region wide effort and on the Caltrain, San Mateo County Transit District and San Mateo County Transportation Authority websites there is information on the bike sharing program and a timeline.

Ms. Tucker said she received an email on electrification and the political aspect of it. Director Caltrain Modernization Program Marian Lee said during this month there have been two hot topics pertaining to the Caltrain Modernization Program. In response to a lawsuit from Atherton, California High Speed Rail Authority (CHSRA) had to release a partial revised programmatic document on the High Speed Rail (HSR) project that is being circulated now. Part of the concern people are raising is this document still references a four-track system for the Caltrain corridor and what staff has been focused on is primarily a two-track system for the corridor. CHSRA is trying to make clarifications that the original programmatic document was done in 2008 and done before the blended system concept was born. By court direction, they were ordered to only update certain portions of the programmatic document so it doesn't fully reflect the current smaller project effort happening in the corridor.

Ms. Lee said the second item is when CHSRA made a decision to start from the center and build out. There was a lot of criticism about the train that will go nowhere. CHSRA has heard the complaints and are trying to address the concern. The first thing they did was in their draft Business Plan, which came out in November, they said in parallel with investing in the Central Valley they want to make investments in the bookends and want to invest in existing rail systems. In a follow-up to this, CHSRA has reached out to Southern and Northern California and said they want to keep pursuing this approach that they are embracing and want to work with us on an Early Investment Program to help with Caltrain modernization. Caltrain is working through MTC and staff is submitting our interests in what should be Early Investment projects and those are anchored to the advanced signal system project and electrification. This will be an information item at the March board meeting and will also be discussed at the March CAC meeting.

Committee Comments

Bruce Jenkins said he was in Sacramento on February 9 and the Department of Transportation Secretary, Ray LaHood, spoke very highly of the blended system and is very proud of CHSRA and their new board.

Mr. Graham said he is concerned Caltrain needs to exert more influence on our representatives in Congress and the Assembly. We have two local representatives who are sympathetic to Caltrain, Senator Jackie Speier and Assemblyman Jerry Hill. He doesn't know exactly what our political representatives do, but wish Caltrain could

have some influence to get what we need. Caltrain has been crying about a permanent source of funding since it started and we still don't have it and it is time more influence is made.

Mr. Harvey outlined the following accomplishments:

- \$128 million to build Baby Bullet.
- \$500,000 in Federal money for capital improvements on the railroad since it was purchased in 1992.
- Getting Caltrain into the Federal program to be eligible for 5307 capital and grant money for rolling stock and right of way maintenance.

Mr. Harvey said Caltrain has done remarkably well at the trough getting money. The Bay Area Rapid District, Caltrain, and all bus systems get their operating money locally. The problem with operating Caltrain is a local problem. The State does cover ACE, the Capitol Corridor and the intercity trains, but that is a different political arena. Also, if getting \$254 million to buy the right of way and save Caltrain in 1992 came from the Legislature then we didn't do anything. We have done a lot and can do more and will do more. The work that Ms. Lee mentioned to advocate for funding to improve and modernize this system is something that must be done. Coming up with a local, permanent dedicated stream to pay for ongoing operations is an absolute necessity. Mr. Harvey said he thinks it would be good to have Government Affairs Manager Seamus Murphy give a presentation on the Legislative Program and what staff is advocating for. There are differences in color of money so there are certain funds that ACE or Capitol Corridor can get from the government that are simply not available to Caltrain.

Chair Bendix said he would like to have a presentation on this topic and hear what the challenges are and what, as a committee, we can do to support them.

Ms. Tucker said the CAC had asked for an update from the Silicon Valley Leadership Group. Mr. Harvey said Executive Officer Public Affairs Mark Simon and Mr. Murphy interface with them so Mr. Murphy can also provide this update.

Ms. Tucker said it concerns her so many bicyclists are being bumped.

Mr. Hronowski said he is glad to see most of correspondence is on bumps and staff is looking to keeping the bike facility open.

Mr. Klemmer asked if there is any update on Wi-Fi on the train. He said the most popular bike station besides San Francisco is Palo Alto and less than half of the Baby Bullets stop at Palo Alto. If the schedule is rejigged it would serve the customer and bicyclists better.

Chair Bendix said he also would like an update on Wi-Fi. Currently the hand crank has to be used for wheelchair boarding on the Bombardier cars. One day he was boarding and there was a wheelchair deboarding and the loading of wheelchairs delayed the

train at least 10 minutes. Ms. Maguigad said she is working with Amtrak and will report back next month.

Date, Time and Location of Next Meeting:

March 21, 2012 at 5:40 p.m., San Mateo County Transit District Administrative Building,
2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Meeting adjourned at 6:30 p.m.