

**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 APRIL 15, 2015

MEMBERS PRESENT: J. Berk, C. Cobey (Chair), A. Lee, A. Levin, Y. Mills, B. Shaw, A. Sweet, G. Scharff, C. Tucker

STAFF PRESENT: J. Averill, M. Lee, A. Maguigad

Chair Chris Cobey called the meeting to order at 5:40 p.m. and led the Pledge of Allegiance.

APPROVAL OF MINUTES OF MARCH 18, 2015

Motion/Second: Scharff/Sweet

Ayes: Berk, Levin, Scharff, Sweet, Cobey

Absent: Lee

Abstain: Shaw, Mills, Tucker

PUBLIC COMMENT

Doug DeLong, Mountain View, congratulated staff on closing the transaction for the Metrolink cars and for getting them onto the property. He said on-time performance (OTP) has been suffering and the schedule needs to be reexamined. He said Caltrain owes it to the customers to have a schedule that is achievable.

COMMITTEE COMMENTS

Jonathan Berk said he would like to reexamine the ticket enforcement policy. Every customer without a ticket should get a citation. He would like to agendize labeling trains and looking at experimenting with more express trains outside express hours.

Alex Sweet said she is happy there is an official bump report online.

Adina Levin said she would like to have a Wi-Fi update on a future agenda. She said a proposal came out for Motivate to take over the bike share system, which will remove the bike share stations from Redwood City, Palo Alto and Mountain View. She said 40 percent of people who use a bike on Caltrain could use bike share for their last mile at those locations. She would like to review what Caltrain is doing with this program.

Brian Shaw said he agrees with the comments about labeling trains. He would like an update on the Transbay extension project in San Francisco and what Caltrain's involvement is.

Annie Lee arrived at 5:50 p.m.

Mr. Shaw said he would like an update on the timing to implement the new Metrolink cars into service.

April Maguigad, Manager, Rail Operations, said the fare evasion issue was discussed at the February meeting.

Ms. A. Lee said rush hour trains are getting more crowded and there are not enough seats. She asked if there is a way to install foldable seats where the wheelchair space is to add more seating capacity when there are no wheelchairs onboard.

CHAIRPERSON'S REPORT

Chair Cobey said he has asked staff to add the issue of Santa Clara Valley Transportation Authority (VTA) and Caltrain connections be placed on an agenda, and he would like to explore the topic of income-based fares on Caltrain.

Ms. Levin said she would like to broaden the income-based fare discussion to fare equity. She said for the connections discussion, she would like to open the discussion to Bay Area Rapid Transit (BART) and other agencies.

STAFF REPORT (April Maguigad)

Follow-up Report

Ms. Maguigad said

- Internal testing is being done on the service disruption text message system to get it working properly. The system has been redesigned. The website notifications are working.
- Staff is working with BART to make sure they honor Caltrain fares during service disruptions.
- OTP has been down related to large-scale disruptions and fatalities. February, the OTP was 88.1 percent. If the three worst performing days are removed, OTP is 91.2 percent. Trains arriving within 10 minutes of the schedule have an OTP of 96.4 percent. Majority of the delays are due to dwell times, wheelchairs, etc.
- Special Events
 - WrestleMania had 76,000 attendees. Caltrain carried a similar number of riders as 49ers football game. There was a fatality during the pre-service time and staff is working on special events protocols to improve performance during such incidents.
 - San Francisco Giants baseball service started.
 - Levi's Stadium will have a series of concerts coming up.
- VTA will be coming to make a presentation to the CAC in June on service coordination.

New Car Update

- The Metrolink cars have arrived. Staff is working on an ongoing assessment and initial work to make the cars compatible with the existing fleet. Staff is working on a timeline, which should be shared by the next meeting.
- Sign frames have been installed to tell engineers where to stop.

Quiet Cars

- Staff reviewed 18 to 20 other commuter-rail agencies. Three-quarters offer quiet cars and have established guidelines and etiquette. They are generally first-come, first-served. The issues from the agency perspective are enforcement, capacity, and if it is fair to require a certain type of behavior to get a seat.

2015 JPB CAC Work Plan

- May agenda items are:
 - Budget process and funding. The Board gets a preliminary budget in May and approves it in June.
 - Caltrain Modernization (CalMod) will come back.
 - Annual counts.
 - Bylaws committee report.
- The service levels discussion will be moved to June.

Cat Tucker asked if Wi-Fi is in the budget. Ms. Maguigad said she does not know, but she will talk to the Director of information technology to get an update.

Mr. Berk said he won't be at the June meeting so he would ask that the discussion about express trains be moved to a different month. He requested train labeling be agendized. Wi-Fi should be self-financing; customers should be charged for it. Mr. Berk said all the arguments against trying quiet cars are trivial. Quiet cars are self-enforcing. He said the JPB should just experiment for one month, and it is almost costless to provide this service.

Ms. Maguigad said she will have a discussion with executive management about this issue to let them know the CAC has these ideas and would like to try this experiment.

Yvonne Mills said her concern is more about safety and finding a safe place for people to go. People are sometimes subject to harassment. She said she wants to know what actions are taken when there are reports of people being harassed.

Chair Cobey said the quiet car experiment could be on Giants game trains. He would like to know what the level of interest would be from customers.

Ms. Levin said it should not be limited to Giants games. If there are harassment concerns, that should be raised as a separate issue.

Chair Cobey said he would like to know what the various aspects and variations are for the agencies that have quiet cars. Ms. Maguigad said she could create a handout for a future meeting.

Public Comment

Jeff Carter, Millbrae, said the CAC can tell the Board they recommend an experiment about quiet cars. He said he hopes the new cars can be put into service as soon as possible. He said JPB should look at the possibility of adding additional trains. He said the staff report used to have preliminary ridership from the previous month. He asked for a detailed report of ridership by ticket types.

Ms. Maguigad said ridership in February was 56,141, up 9.5 percent over February 2014. Year-to-date ridership was up 9.4 percent at 12 million riders.

Roland Lebrun, San Jose, said VTA has an application called VTAlert where customers can report issues like bad behavior. He said in 2014, staff had said a consultant had been looking at the rehabilitation requirements for the new cars for several months.

CALTRAIN MODERNIZATION UPDATE

Marian Lee, Executive Officer, CalMod Program, said staff is working toward a Board action item at the July meeting to release vehicle Request for Proposals (RFP) for the electrification project, which is separate from infrastructure RFP. Associated with that action, decisions have to be made related to how to balance onboard seats, bikes and bathrooms. There is also a request from the stakeholders to modify the electric vehicles to provide compatible boarding heights with high-speed rail (HSR) vehicles. Both have a lot of tradeoffs.

Greg Scharff left at 6:41 p.m.

Ms. M. Lee provided the Peninsula Corridor Electrification Project Delivery Quarterly Update:

- Electrification Procurement RFP released on February 27
 - Funding partners/proposers input
 - Provided to six prequalified proposers
 - Public posting www.caltrain.com/calmod
 - Pre-proposal conference and Disadvantaged Business Enterprise (DBE) outreach
 - Amendment #1 issued
 - To be completed
 - Additional amendments
 - Evaluation and selection
 - Board approval and award contract (fall 2015)
- Pre-proposal conference was held on March 17
- DBE outreach was on March 18
- Vehicle Procurement
 - Caltrain Operations Review
 - Compatibility with existing diesel fleet
 - Operational impact with platform modifications
 - Capability to convert to high-level boarding
 - Community sensitivity to raised platforms
 - System and high-speed rail station benefits
 - Utilization of traps
 - Onboard lifts and/or mini highs at 24-inch and/or 48-inch level
 - Next Steps
 - March to April: complete operations review (compatible boarding heights)
 - April to June: public discussion on bikes/seats/bathrooms and compatible boarding heights

- July: Board action/release RFP
- Winter 2015/2016: award contract

Ms. Mills asked since there is an option to purchase more train cars because of the potential loss of seating capacity, if there is a possibility of purchasing more train cars even if there was not an extra door. Ms. M. Lee said yes there could be a scenario in the future where Caltrain could purchase more train cars without an extra door however additional funds would need to be secured. The vehicles are a 30-year investment. If the JPB does not get cars with higher boarding heights, at the HSR stations there would be separate dedicated systems. Some systems have this and others don't because they want system flexibility.

Ms. Sweet said if the additional operational and maintenance costs are factored into the consideration for the 100 percent fleet conversion option. Ms. M. Lee said staff has told the California High-speed Rail Authority (CHSRA) they would need to pay for the additional operations and maintenance costs.

Ms. Sweet asked what strategy staff is using to figure out how to balance onboard seats, bikes, and bathrooms. Ms. M. Lee said this will be presented at the next meeting. Staff received input from the online survey that was conducted, which shows user preference. In addition to the survey information, staff will layer on what can be provided by vehicle makers and input from stakeholders such as the CAC.

Mr. Berk said platforms could be built up to 50 inches with spaces down at 25 inches that could be used during the interim period. He said since CHSRA is giving Caltrain the money, the JPB should cooperate and figure out a solution that would not impact a 30-year investment.

Ms. Tucker said long-term effects are more detrimental than short-term benefits. Whatever operational problem there is with the traps, engineers should redesign the traps so it won't be a problem.

Mr. Berk left at 7:15 p.m.

Ms. Levin said it looks like with electrification there would be fewer seats than there are today. Ms. M. Lee said the general concern is valid. The number of seats with the electric multiple units will vary because the seats, bathrooms and bikes haven't been balanced yet. The design is also unknown, which includes standing room capacity. There will also be additional train service, going from five to six-car trains, a different type of schedule, which will impact the rate of turnover, and other factors that could affect capacity.

Ms. Levin asked if the lost seats would come back once all platforms are brought to the same height. Ms. M. Lee said it has not yet been determined if only the stations with HSR will be at 50 inches and the other stations stay at 25 inches, or if all platforms go to 50 inches. All cities need to consider the impacts of going from a current eight-inch platform to a 50-inch platform and how that would affect their downtown or residential areas.

Ms. Levin said the length of time it would take to increase capacity would affect decision-making bodies' ability to make decisions. She said given the performance factors that would be affected, it might make sense to ask CHSRA to change their car design to match Caltrain stations.

Mr. Shaw said the CAC needs metrics to understand what each option means. Seats per hour is what people care about. If that will be better than today, it will be good news and will help people make an informed decision.

Ms. Mills left at 7:24 p.m.

Ms. A. Lee asked what system flexibility means why it is important to have compatible boarding heights. Ms. M. Lee said based on the business plan, Caltrain and CHSRA will share the tracks at Transbay Transit Center in downtown San Francisco, the Millbrae station, and possibly the Redwood City station. System flexibility creates a benefit of reducing recovery time when there is an incident on the tracks. Part of the logic to retrofit all platforms to 50 inches is to have flexibility to interchangeably use other stations during emergencies.

Ms. Levin asked if CHSRA could change their station designs to benefit from the capability. Ms. M. Lee said CHSRA will be conducting planning work to see if they need to revisit these types of issues. They are committed to going through a community process.

Public Comment

Roland Lebrun, San Jose, said the RFP is missing the change orders and tunnels. He said he did the numbers from the Caltrain Capacity Analysis three years ago and there will be 10,000 seats per hour per direction. He said the document states there will be 948 seats per train. The CHSRA then came up with a blended system, but they did not change the HSR trains specification. The problem is with CHSRA, not Caltrain. They expected Caltrain to raise their platform to 50 inches. He said Russia is lowering its platforms to 22 inches to be compatible with European HSR systems.

Ms. Sweet left at 7:28 p.m.

Jeff Carter, Millbrae, said this is a Caltrain corridor and CHSRA should not dictate to Caltrain what platform heights to use. Seats per hour will increase with level boarding. Gallery cars with a single door per side and steps kills dwell time. Level boarding and two doors per car help dwell time. It is nice to get money from CHSRA, but they should not dictate to Caltrain to accommodate them. Caltrain needs more than eight-car consists to handle capacity.

Andy Chow, Redwood City, said he has submitted comments in the correspondence packet. He said the location that shared platforms benefit the most is the Transbay terminal in San Francisco. Millbrae has land for dedicated platforms. He said adjustable, movable platforms have not been considered.

Doug DeLong, Mountain View, said there is a memorandum of understanding between Caltrain and CHSRA that they have to be compatible with Caltrain operations. Unless the JPB determines cars with 50-inch boarding height are compatible with Caltrain operations, public money should not be spent designing an RFP to buy 50-inch cars. There isn't a trackage rights agreement between CHSRA and Caltrain, so CHSRA has no authority to run anything on the Peninsula.

Ms. Levin asked when this is coming before the CHSRA board. Ms. M. Lee said probably between now and July, but she is not aware of a set date.

DATE, TIME AND LOCATION OF NEXT MEETING:

May 20, 2015 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 7:40 p.m.