

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 19, 2015

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

STAFF PRESENT: J. Averill, R. Bolon, 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 JULY 15, 2015

Motion/Second: Tucker/Sweet

Ayes: Berk, Cobey, Lee, Levin, Shaw, Sweet, Tucker

Absent: Mills, Scharff

Yvonne Mills arrived at 5:41 p.m.

PUBLIC COMMENT

Jeff Carter, Millbrae, said there has been an increase in parking at stations and he would like a summary on the capacity of parking lots. Parking could be a constraint to expanding ridership and may have to be addressed. He hopes the CAC does not drop the issue of having restrooms on trains because it is important to families if there is a delay.

COMMITTEE COMMENTS

Chair Cobey said he would like fare equity and a review and discussion of the annual customer satisfaction survey and a discussion of Wi-Fi on the work plan. He said there are three Clipper Card Readers on the northbound side of the Redwood City Caltrain Station, but only two on the southbound side, so he would like a third reader added to the southbound platform.

Jonathan Berk said he walked his bike on the San Francisco Caltrain Station platform to the far bike car, but the conductors closed the doors even though they could see him coming and it was about 90 seconds before the train needed to leave. Caltrain does not have enough regard for customers. Conductors do not view the customers in a way to facilitate customers riding the train. He would like that to be changed. He said it would be good to agendize the discussion about Wi-Fi service.

Cat Tucker said she supports having fare equity, the annual customer satisfaction survey and Wi-Fi on the work plan.

Adina Levin said she supports having fare equity, the annual customer satisfaction survey and Wi-Fi on the work plan. She said she would like to talk about the issue of holding the last northbound train for San Jose events during the future schedule discussion. She said she would also like to discuss concession services and complaints about concessionaires at stations.

Brian Shaw said he supports having fare equity, the annual customer satisfaction survey and Wi-Fi on the work plan. He said the situation with homeless people at 4th and King got better, the San Francisco Police Department cleaned up the area and there are fewer homeless people there now. He said he experienced an incident where a train stopped at a platform, then moved about 20 feet forcing customers to move to an unsafe place. The conductor then chastised the customers.

Ms. Mills said she supports having fare equity, the annual customer satisfaction survey and Wi-Fi, her priority, on the work plan. She said she would like to get a formal update on the issue of restrooms on new trains. She said she doesn't want to have the decision made without further input from the CAC.

Annie Lee said she supports having fare equity, the annual customer satisfaction survey and Wi-Fi on the work plan. She said San Francisco Municipal Transportation Agency provides a Lifeline Pass for lower-income passengers and Caltrain could do something similar. It is difficult accessing Caltrain from Bay Area Rapid Transit (BART) because of the timing of connections. She would like Caltrain to adjust the schedules to meet connections at Millbrae BART.

Mr. Berk said he can understand getting those two schedules to work together is a problem that won't be easy to solve, but there are issues that could be fixed. One is better customer service. Conductors see when BART trains pull into the station. He asked if the Caltrain conductors could be given the instruction to delay the train by one minute so passengers don't have to wait another hour for the next Caltrain train. Sometimes it might make sense to think about the customer. The other solution is to add more trains.

Greg Scharff arrived at 5:57 p.m.

Alex Sweet said there is a transit-oriented development planned for Millbrae, which could make this an even bigger issue. She said it is very expensive to add Wi-Fi to Caltrain and Caltrain would need a private provider. She said Stanford football season is approaching and said a Clipper reader needs to be considered for that station. Mr. Shaw said he had discussions with Caltrain about that and there are not enough readers at this time, but Clipper 2.0 may have mobile-based abilities. He said it is on the radar.

Mr. Scharff said he supports having fare equity, the annual customer satisfaction survey and Wi-Fi on the work plan.

April Maguigad, Manager, Rail Operations, said the customer satisfaction survey results are still in draft and there is a process it has to go through. Once that process is

complete, it will be released to the public and staff will bring it to the CAC. She said there is no news to report on the Wi-Fi topic and it will take time to be able to provide information.

TRAIN IDENTIFICATION AND SCHEDULE COMMUNICATION SUBCOMMITTEE UPDATE

Mr. Shaw said the subcommittee met and asked staff to get information from other transit systems to visually indicate the train and/or its stops and stations. Staff informed the committee about challenges, things that have already been considered, issues that have to be aligned with solutions, and the plans to use electronic means to provide communication with new trainsets and improving the communication process at 4th and King and San Jose. The challenge to the subcommittee is looking at anything that can be done on an interim basis that is working at other places and is not too costly or difficult for staff to manage. The subcommittee will meet again once more data is available.

Public Comment

Jeff Carter, Millbrae, said some people don't pay attention to the train numbers. There is already electronic identification of the train through the Predictive Arrival/Departure System. The Visual Message Boards display what train is arriving and when it is due to leave, and the trains have numbers on the front of the train by the mirror on the cab.

CHAIRPERSON'S REPORT

Chair Cobey said he presented the CAC's recommendation to the Board at the last Board meeting to have bathrooms on electric multiple units.

PRESENTATION ON CALIFORNIA HIGH-SPEED RAIL AUTHORITY (CHSRA) SERVICE

Ben Tripousis, Northern Regional Director, CHSRA, presented:

- The CHSRA just received Board direction to release the Request for Qualifications for firms to help the CHSRA complete environmental clearance in the Bay Area corridor. With that, the entire Phase 1 high-speed rail (HSR) project is officially underway.
- The project will foster greater economic connection, establish a reliable mode of transportation throughout California, reduce greenhouse gasses, and provide sustainable development opportunities at or near station locations.
- Key Program Components
 - Connect major cities
 - Provide one-seat ride from San Francisco to Los Angeles in 2 hours and 40 minutes
 - Operate at speeds up to 200-220 miles per hour
 - Operate without a subsidy
 - Phase 2 extends to San Diego and Sacramento
- Key Program Milestones
 - Funding
 - \$3.3 billion in Federal and \$4.7 billion in Proposition 1A
 - 25 percent of future cap and trade proceeds
 - Environmental clearances
 - Merced to Fresno: May 2012
 - Fresno to Bakersfield: June 2014

- Construction Packages 1, 2 and 3 are underway
 - Official groundbreaking in January
- Central Valley
 - Will serve as the backbone of a system that will tie major regions of California together
 - Fastest growing region in the State
 - Revitalize downtown centers
 - High unemployment – this project will create jobs
 - Best, most cost-efficient location for testing
- Construction Package 1
 - Approximately 29 miles
 - Design-Build contractor: Tutor Perini/Zachry/Parson
 - Project control team: Wong and Harris
 - Final design: 60 percent design submittals received including 16 structures and information about trackbed
 - Construction: hazardous materials abatement and demolition 27 structures to date, utility relocation, and testing at bridge locations for design
- Construction Packages 2-3
 - Approximately 60 miles
 - Best value bidder: Dragados/Flatiron/Shimmick
 - Proposed price: \$1.2 billion
 - Contract execution expected in Spring 2015
 - Project control team: Arcadis
- Construction Package 4
 - Approximately 22 miles
 - Contract value: \$400-\$500 million
 - Award contract in early 2016
- Next steps with Cap and Trade
 - Advance multiple segments of HSR concurrently
 - All Phase 1 Project sections are in construction or environmental review
 - Complete planned regional transportation improvements
 - Establish an interstate HSR system with a connection to Las Vegas from Palmdale
- 30 percent goal for small business participation including disadvantaged businesses and disabled veteran businesses
- Commitment to diverse small businesses
- Connecting California: Small Businesses
 - Free Statewide certification workshops
 - Meet the Primes and industry forums to connect prime contractors with small businesses
 - Business advisory council
 - Partnerships with Federal, State and local organizations to assist and aid small businesses
- Safety Improvements
 - Quad gates
 - Intrusion detection
 - Positive train control

- Grade Separation and Safety Plan
 - Long-term: No at-grade crossings between San Francisco and Los Angeles
 - Short-term: Dedicated high-speed right of way will have no at-grade crossings
 - San Jose to Los Angeles will be fully grade separated
 - Bookends will have protected at-grade crossings
- Safety Improvements and Partnerships
 - California Public Utilities Commission
 - Caltrain
 - California Department of Transportation
 - Operation Lifesaver
 - Regional partners
 - Cities, counties, local governments

Chair Cobey said he read there is a proposal to draft a new environmental impact report for the region. Mr. Tripousis said there will be a follow-on environmental clearance for future high-speed service that will build on the environmental document that the Peninsula Corridor Electrification Project certified earlier this year. It will look at the elements necessary to have HSR operate in a blended configuration in the Peninsula corridor. It is not a new draft; it is just the next phase of the environmental clearance.

Mr. Scharff asked when HSR will come through the Peninsula. Mr. Tripousis said CHSRA is looking at the ability to accelerate the schedule. Service is anticipated to start between 2026 and 2029. He said he hopes to comment on how much the schedule can be accelerated in the 2016 update of the business plan.

Mr. Scharff asked when construction would start on the Peninsula. Mr. Tripousis said he is looking at engaging the design-builder early in the process, and construction would start after environmental clearance at the end of 2017.

Mr. Scharff asked how long construction would take. Mr. Tripousis said it depends on how much construction has to be done, which won't be known until the operational analysis and review is completed. Much of the infrastructure is already in place.

Mr. Scharff asked if CHSRA will wait to run trains until the entire project is complete or if they will run in segments. Mr. Tripousis said he will run revenue service as soon as they make the connection to the Central Valley.

Mr. Scharff said the train will not be subsidized. Mr. Tripousis said it is a mandate. The legislation that authorized the funding for the project prevents CHSRA from running with any kind of subsidy. Every HSR service in the world makes money on their operations.

Ms. Mills asked if there is any requirement that workers be pulled from the local population. Mr. Tripousis said staff is working with the labor community and small businesses to retrain workers to become more familiar with the work, go through a

certification training program, so there is an opportunity for local residents to get jobs on HSR.

Ms. Mills asked how many are local. Mr. Tripousis said he does not have that information.

Ms. Levin said she heard there would be improvements to conventional rail before CHSRA service began. Mr. Tripousis said that effort is being led by the California State Transportation Agency. They are working to add trains to those systems, improve the infrastructure and deliver improvements to the schedule. Those agency partners meet regularly to determine what level of funding is going to be committed.

Ms. Tucker asked if there is a mandate to use American-based companies. Mr. Tripousis said the CHSRA has a 100 percent Buy America mandate on its equipment and systems. It is a greater challenge with firms that can construct HSR. Many of those firms are international firms. There is no requirement that primes be American firms, but local small businesses are all American firms.

Ms. Tucker asked if CHSRA has a dedicated effort analyzing how to get through Pacheco Pass. Mr. Tripousis said there will be two separate environmental documents: San Francisco to San Jose and San Jose to Merced. The route through the Pacheco Pass mirrors Highway 152 and there will be roughly 12 miles of tunnel.

Mr. Berk said it seems odd that the grade separation is delayed where it costs most, which is in the Peninsula corridor where deaths occur along the Caltrain tracks. Mr. Tripousis said it will cost roughly \$5 billion to grade separate the 44 crossings. The CHSRA's intent is to try to separate the crossings as quickly as they can. There are some communities who have no interest in separating the crossings, and others are moving very aggressively.

Mr. Shaw asked if improvements are required for high-speed service. Mr. Tripousis said grade separations are not required until the trains reach 125 miles per hour. CHSRA trains will go up to 110 miles per hour. At those speeds, it is recommended to pursue grade crossings and fences, but there are no operational requirements.

Mr. Shaw said there will be competition from airlines and asked if there will be challenges since the service will have to pay for itself. Mr. Tripousis said in any city pair that has air travel and HSR, air travel rates have gone down significantly, and airlines have determined that having HSR in the area creates an opportunity for airlines to change their business model, provide longer flights and use the HSR system as a feeder.

Public Comment

Jeff Carter, Millbrae, said it is irresponsible that some cities would oppose grade separations because they would improve the safety of the system. He asked if grade separations will be built to accommodate more than just two tracks in case there will be a need for expansion in the future. He asked if the blended plan will hinder capacity expansion for Caltrain. Mr. Tripousis said it will not hinder capacity. The plan is for six

commuter trains per hour per direction and four HSR trains per hour per direction. CHSRA is looking at models to find ways to maximize capacity.

Ms. Tucker left at 7:00 p.m.

UPDATE ON AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENTS TO CALTRAIN STATIONS

Rafael Bolon, Program Manager, Bridges and Structures, presented:

- South San Francisco existing site conditions are not ideal, have limited access, not a lot of lighting, and is the last of the weekday service stations with a hold-out rule. To access the platform, customers have to cross tracks. This requires all trains to stop at the station for safety.
- Charts of the proposed improvements were shown.
- There will be an at-grade crossing with a pedestrian gate at the north end and there will be an underpass that connects platforms to a new plaza and a new drop off area that will include ADA ramps.
- Schedule
 - Design reboot: 2015
 - Utility relocations: 2015-second quarter of 2016
 - Bid and award: first and second quarter of 2016
 - Construction begins mid-2016 through mid-2018
- Upcoming station studies
 - Holdout Rule stations: Atherton and Broadway
 - Other station: 22nd Street

Ms. Sweet asked where the bike parking is. Mr. Bolon said main parking will be at the plaza area with racks and lockers in the car parking area, and racks on the east side.

Mr. Scharff asked if level boarding is being looked at. Mr. Bolon said he is required to look at level boarding and is working on what it would be for the interim condition. This station will be in service before a decision on the vehicle height will be. This station will not preclude future build out while working in the short term to accomplish the goals. Access will be provided through mini-highs and boarding assists. It is being considered as a long-term portion of the project.

Ms. Mills asked if there is any coordination with the airport to have airport shuttles stop at this station. Mr. Bolon said he is not sure who the providers will be but he has received interest from airport parking companies.

Ms. Levin asked if the project is fully funded. Mr. Bolon said it is fully funded. South San Francisco is providing some funding and the remainder is from the San Mateo County Transportation Authority.

Ms. Levin asked if the undercrossing will go to either side of tracks. Mr. Bolon said it will connect both sides of the city.

Mr. Shaw asked if the construction will be on weekends and evenings. Mr. Bolon said most will be daytime activity except for the construction of the underpass.

Public Comment

Doug DeLong, Mountain View, said the utility conflict might be the petroleum pipeline that runs along the right of way. The plaza would be a wonderful civic improvement. He said this will make it so passengers will not cross yard tracks to access trains.

STAFF REPORT

Ms. Maguigad said:

- Average Weekday Ridership (AWR) for the year was 58,429, a 9 percent increase over last year.
- In June, the AWR was 64,202, the highest ever.
- Staff is working on a refurbishment plan for the new rail cars to add a third bike car on Bombardier trainsets.
- The San Francisco 49ers start the preseason this weekend. Last year, pregame service was local. This year, the pregame trips will include Baby Bullets to Mountain View mimicking the current Baby Bullet schedule. Advertising brochures will be published with the service schedule.

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

- The San Mateo Bridges Replacement Project requires slow orders to raise the track and replace four bridges. There will be four bus bridges from Hayward Park to Burlingame on Saturdays about seven to nine weeks apart.
- The Quint Street Bridge Replacement Project will require a track shut down and bus bridge while a berm is built.
- A plan is in place to change the contract for bike lockers. There is no good mechanism for removing people who don't pay.
- Staff is working through a process to remove abandoned bikes from platforms, particularly where bikes are locked to ADA ramps and fences that create safety issues.

Ms. Levin asked when the San Mateo Bridge Replacement Project will be completed. Ms. Maguigad said about May or June of 2016.

DATE, TIME AND LOCATION OF NEXT MEETING:

September 16, 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 7:22 p.m.