

**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 NOVEMBER 17, 2021

MEMBERS PRESENT: A. Brandt (Vice Chair), P. Flautt, R. Jaques (Alternate), L. Klein, R. Kutler, P. Leung, M. Pagee (Alternate), D. Tuzman, E. Shapiro, B. Shaw (Chair)

MEMBERS ABSENT: JP. Torres, N. Mathur (Alternate)

STAFF PRESENT: J. Harrison, M. Jones, A. Myles-Primakoff, J. Navarrete, J. Navarro, R. Scarpino

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.

APPOINTMENT OF NOMINATING COMMITTEE

A nominating committee was established with three CAC members, A. Brandt, R. Kutler, and L. Klein, one from each county. Staff will coordinate a conference call for the nominating committee to meet and provide a recommendation for Chair and Vice Chair for 2022.

APPROVAL OF MINUTES OF OCTOBER 20, 2021

Motion/Second: Kutler / Klein

Ayes: Brandt, Leung, Shapiro, Shaw, Tuzman

Abstain: Flautt

Absent: Torres

PUBLIC COMMENT

Jeff Carter, Millbrae, via Zoom Q&A, requested Clipper Data to be available on the website. He also asked Clipper Data and Go Pass Data to be agendaized on a future CAC Agenda.

Roland Lebrun, San Jose, via Zoom Q&A, made the committee aware of the need for VTA CAC members and requested to spread the word. He then expressed his concerns about Constant Warning Time and the wireless solution.

Aleta Dupree, via Zoom Q&A, expressed the importance of building foundations. She then mentioned her support for working to an all Clipper and open payment system, especially the opportunities to help people get involved with Clipper Start. She then

suggested doing everything it could to get funding for more service. Lastly, she mentioned Postal Banking.

CHAIRPERSON'S REPORT

Chair Brian Shaw tasked the committee to develop two to three items to be agendaized for the following year as well as to review the Work Plan for additions and/or deletions.

COMMITTEE COMMENTS

Member Patricia Leung mentioned that the VTA needs CAC members and encouraged anyone interested to reach out to the VTA. In addition, she mentioned that the VTA needs strong voices for input on upcoming projects, for example, the VTA's BART Phase II Project.

Vice Chair Adrian Brandt provided the committee and public with various updates. First, he stated that Menlo Park's Rail Subcommittee Staff Report contains the draft language of the RFP for the Quiet Zone Study. He then provided an update on the proposed TOD to be built in the Santa Clara Station parking lot. He also provided an update on the BART extension to San Jose. Lastly, he spoke about Constant Time Warning and mentioned that the staff plans to implement a wireless system and voiced his concerns.

Member Rosalind Kutler shared that she attended the SFCTA Outreach meeting regarding the southeast plan and mentioned ongoing outreach. She then stated that she plans to continue to participate.

Member David Tuzman asked for the Caltrain website link to preview the new website to provide feedback. Member Patrick Flautt said that he would send the link to the committee.

Public Comments:

Roland Lebrun, San Jose, via Zoom Q&A, requested Closed Captioning be enabled and, for future meetings, requested it be enabled before the start of the meetings. Roland then shared his solution for VTA's BART Phase II Project in Santa Clara. He then stated that regarding quiet zones, quad gates with intrusion detection are the solution. He also said that trains that run on tracks adjacent to the platform need to sound their horn. Finally, he shared his solution for level boarding. He stated that he would cite Samtrans with two violations of the Federal ADA rule stating that anything built within the last ten years needs to have level boarding platform. He suggested several agenda items including, platform length and platform height.

CAC Secretary enabled Closed Captioning.

Adina Levin, via Zoom Q&A, shared comments regarding VTA's BART Phase II Project and the Southeast Study. Comments inaudible.

Jeff Carter, Millbrae, via Zoom Q&A, stated that putting ADA ramps at 22nd ST would be beneficial as it is a busy station. He then said that the BART extension to Santa Clara is duplicative, not necessary, and expensive. Jeff then suggested that staff make the

CAC meeting videos on the website more accessible. He stated that the links for download expire in four months. He also said that he could not find the link to the previous CAC meeting. Finally, he stated that the connection to BART at Millbrae is a poor design.

BROWN ACT TRAINING

James C. Harrison and Anna Myles-Primakoff, Olsen Remcho, LLC presented the Brown Act Training. The full presentation can be found on caltrain.com

Committee Comments:

None

Public Comments:

Aleta Dupree, via Zoom Q&A, wondered whether members of the public may be denied attendance at a public meeting. She also requested that public meetings be a safe space. She stated that Chairpersons seem to be timid when it comes to enforcing decorum at meetings. She also wondered whether Caltrain's legal counsel has a public facing aspect.

Jeff Carter, Millbrae, via Zoom Q&A, shared his concerns regarding Public Comments being truncated due to lunch breaks. He also stated that the Brown Act seems very restricted for committee members. Lastly, he stated that staff uses Brown Act inappropriately when they do not want to discuss items.

Roland Lebrun, San Jose, via Zoom Q&A, shared his appreciation for the presentation and asked whether this presentation may be shared with the VTA Board.

Vice Chair Brandt asked for further information regarding closed sessions. Mr. James Harrison explained when closed sessions are used.

REGIONAL FARE COORDINATION/INTEGRATION STUDY AND BUSINESS CASE

William Bacon, MTC, presented the Fare Coordination/Integration Study and Business Case. The full presentation can be found on caltrain.com

Committee Comments:

Vice Chair Brandt shared his experience with a similar program and is looking forward to the implementing of fare coordination in the Bay Area. He then asked for clarification on the \$3 for new rider cost. Mr. Bacon responded that the cost roughly correlates to around \$2 - \$3 on an annual basis per new rider.

Member David Tuzman stated that the business case shows that unified fare by distance has the potential of 75k more riders predating the system and asked whether Mr. Bacon has information of how those split per agency, particularly how many of those trips would be Caltrain rides included. Mr. Bacon responded that the modeling does not break it down by agency. Member Tuzman noted that the fare by distance model seems to have the highest potential increase. Member Tuzman then stated that in the business case, in most of the tiers of types of policy changes, there would be

more people that shift their mode of transit from bus to rail than they would from rail to bus and asked the reasoning that would cause that mode shift. Mr. Bacon responded it would be speed and time of travel reliability most rail systems benefit from having an exclusive right of way.

Member Larry Klein applauds the vision and anticipates the pilot moving forward. He then asked what incentives there are for transit agencies that may not want to participate. Mr. Bacon responded that he could not fully answer the question. However, MTC is working in collaboration with their partners and has no reason to think they will not continue to work collaboratively as they move forward. Member Klein then asked whether, from a state standpoint, are there additional things that might be done to push this, from a legislation standpoint, faster. Mr. Bacon responded that additional financial support for transit, in general, is fundamental to the long-term sustainability of our systems, at least through the uncertainty that remains during the pandemic.

Member Leung asked whether the task force/commission will come up with a framework all the agencies can rally behind and how they plan to operationalize division. Mr. Bacon responded that the project team will come back to the fare integration task force, with the delivery strategy.

Member Tuzman stated that he would like to propose a motion for the CAC to support the Fare Policy. Chair Shaw suggested that Member Tuzman agendaize the item for a committee vote.

Public Comments:

Jeff Carter, Millbrae, via Zoom Q&A, stated that implementation would encourage more people to use transit. He stated that it may be done sooner with a paper pass versus Clipper.

Aleta Dupree, via Zoom Q&A, stated that uniformity is essential. She said that it will need to be uniform and have predictable payment methods when using the system. She stated that ultimately, this should go to an open payment system.

Adina Levin, via Zoom Q&A, shared that she is glad to hear that this body supports the recommendations. She recommended that the region pursue funding as quickly as possible from the state and federal sources and then implement it as soon as possible, upon Clipper 2.0. She encouraged the committee to consider making that their recommendation to accelerate the implementation of that standardized regional fares.

Roland Lebrun, San Jose, via Zoom Q&A, stated the way to address equity is by the paper pass and/or discounts given to seniors, students, and the disabled. He then stated that High Speed Rail fares could not be the same as buses because the business model is different and more expensive to operate.

A subcommittee was created to draft a resolution with Members Tuzman, Jaques, and Brandt. Chair Shaw said he would work with staff to agendaize the item.

JPB CAC WORK PLAN

Chair Brian Shaw closed this Agenda item as his remarks were already stated in the Chairperson's Report.

STAFF REPORT UPDATE

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

On-time Performance (OTP) –

- **October:** The October 2021 OTP was 93.8% compared to 97.4% for October 2020.
 - **Vehicles on Tracks** – There were five days, October 8, 9, 13, 23, and 29, with a vehicle on the tracks that caused train delays.
 - **Mechanical Delays** – In October 2021, there were 980 minutes due to mechanical issues compared to 358 minutes in October 2020.
 - **Trespasser Strikes** – There were two trespasser strikes on October 25 and 26, one resulting in a fatality.

- **September:** The September 2021 OTP was 96.6% compared to 97.5% for September 2020.
 - **Trespasser Strikes** – There was one trespasser strike on September 29, resulting in a fatality.

Mr. Navarro stated that the Dual Speed Check would be the backup system for the wireless system. He then said that foundations would be completed by mid-2022 in the San Francisco area.

Committee Comments:

Vice Chair Brandt requested the recovery percentage of Average Weekday Ridership as it relates to pre-COVID. He stated that currently, Caltrain is at 12.7%. Mr. Navarro said that he would include that percentage in next month's report. Vice Chair Brandt requested feedback on the possibility of a pilot project to prevent vehicles from driving onto the tracks. Mr. Navarro stated that staff is looking into different options, including LED reflectors and bollards.

Member Kutler recognized the conductors for making announcements on trains with the new stopping patterns. Mr. Navarro appreciated the positive feedback. Mr. Navarro reported that staff would soon go back to riding trains to complete train ride evaluations.

Member Leung thanked staff for coordinating with the San Jose Sharks.

Public Comments:

Roland Lebrun, via Zoom Q&A, stated that the way to represent pre-COVID Average Weekday Ridership recovery is with three graphs superimposed; one for 2019, one for 2020 and one for 2021 so that it is an easy graph where you can see every month from January to December and then annotate the percentage. Roland then explained why the wireless solution will not work. He stated that staff is not listening and will need to take drastic measures.

Jeff Carter, Millbrae, via Zoom Q&A, appreciated that the graphs were included in the packet and looked forward to the percentage being included. Mr. Navarro then advised that staff continues to work on the Clipper Data with the Business Intelligence team and is almost ready.

JPB CAC Work Plan

December 15, 2021

- Customer Experience Completions & Recommendations
- Construction Obstacles
- 2022 Legislative Program

January 19, 2022

- Code of Conduct
-
-

February 16, 2022

-
-
-

March 16, 2022

-
-
-

April 20, 2022

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-
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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
- Blue Ribbon Task Force
- Clipper Data Availability

DATE, TIME, AND LOCATION OF NEXT REGULAR MEETING:

The next meeting will be December 15, 2021, at 5:40 pm, San Mateo County Transit District Administrative Building, 2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Adjourned at 8:56 pm.