



**BOARD OF DIRECTORS 2019**

GILLIAN GILLET, CHAIR  
DAVE PINE, VICE CHAIR  
CHERYL BRINKMAN  
JEANNIE BRUINS  
CINDY CHAVEZ  
RON COLLINS  
DEVORA "DEV" DAVIS  
CHARLES STONE  
MONIQUE ZMUDA

JIM HARTNETT  
EXECUTIVE DIRECTOR

# AGENDA

## PENINSULA CORRIDOR JOINT POWERS BOARD

Bacciocco Auditorium, 2<sup>nd</sup> Floor  
1250 San Carlos Avenue, San Carlos CA 94070

**March 7, 2019 – Thursday**

**10:00 am**

**(or immediately following 9:00 am Special Board Meeting, whichever is later)**

1. Call to Order / Pledge of Allegiance
2. Roll Call
3. Public Comment For Items Not on the Agenda

Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.

4. Consent Calendar

Members of the Board may request that an item under the Consent Calendar be considered separately

- |  |               |
|--|---------------|
| a. Approve Meeting Minutes of February 7, 2018   | MOTION        |
| b. Accept Statements of Revenues and Expenditures for January 2018                           | MOTION        |
| c. Receive Key Caltrain Performance Statistics – January 2018                                | INFORMATIONAL |
| d. Receive State and Federal Legislative Update  | INFORMATIONAL |
| e. Receive Caltrain Business Plan Monthly Update – February 2019                             | INFORMATIONAL |
| f. Appointment of Citizens Advisory Committee Representative                                 | MOTION        |
| g. Authorize Annual Cap and Trade Funding for the Peninsula Corridor Electrification Project | RESOLUTION    |
| h. Authorize Federal Railroad Administration Funding for Positive Train Control              | RESOLUTION    |

Peninsula Corridor Joint Powers Board  
March 7, 2019 Agenda

- i. Authorize to Amend Existing Agreement with San Mateo County Transportation Authority and the City of Burlingame to Receive Funding for the Broadway Grade Separation and to Amend the Fiscal Year 2019 Capital Budget RESOLUTION
- j. Receive Capital Projects Quarterly Report – 2<sup>nd</sup> Quarter Fiscal Year 2019 INFORMATIONAL
- 5. Report of the Chair
- 6. Report of the Citizens Advisory Committee
- 7. Report of the Executive Director
  - a. Peninsula Corridor Electrification Project Monthly Report for January 2018 INFORMATIONAL
  - b. Monthly Report on Positive Train Control System INFORMATIONAL
  - c. Financial Dashboard and Discussion Regarding Bond Sale INFORMATIONAL
- 8. Adoption of Naming Rights Policy RESOLUTION
- 9. Award of Contracts for On-call Construction Management Services RESOLUTION
- 10. Update on Transit Intercity Capital Rail Program (TIRCP) Project: EMU Configuration and Wayside Bike Program INFORMATIONAL
- 11. Update on Construction of 25<sup>th</sup> Avenue Grade Separation INFORMATIONAL
- 12. Caltrain Quarterly Performance Reports
  - a. Rail Operations Performance Update 1<sup>st</sup> Quarter Fiscal Year 2019 INFORMATIONAL
  - b. Safety and Security Update 1<sup>st</sup> Quarter Fiscal Year 2019 INFORMATIONAL
- 13. Correspondence
- 14. Board Member Requests
- 15. General Counsel Report:
  - a. Closed Session: Conference with Legal Counsel - Litigation Pursuant to Government Code Section 54956.9: one case
  - b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Peninsula Corridor Joint Powers Board v. Golden Bay Fence Plus Iron Works, Inc., et al.; Superior Court for City and County of San Francisco Case No. CGC-19-573781
- 16. Date/Time of Next Regular Meeting: Thursday, April 4, 2019 at 10:00 am San Mateo County Transit District Administrative Building, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue, San Carlos, CA 94070
- 17. Adjourn

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

### **INFORMATION FOR THE PUBLIC**

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

If you have questions on the agenda, please contact the JPB Secretary at 650.508.6279. Agendas are available on the Caltrain website at [www.caltrain.com](http://www.caltrain.com). Communications to the Board of Directors can be e-mailed to [board@caltrain.com](mailto:board@caltrain.com).

#### **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 Avenue, San Carlos, one block west of the San Carlos Caltrain Station on El Camino Real, accessible by SamTrans bus Routes ECR, FLX, 260, 295 and 398. Additional transit information can be obtained by calling 1.800.660.4287 or 511.

The JPB meets regularly on the first Thursday of the month at 10 a.m. 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 Board, please fill out a speaker's card located on the agenda table and hand it to the JPB Secretary. If you have anything that you wish distributed to the Board and included for the official record, please hand it to the JPB Secretary, who will distribute the information to the Board members and staff.

Members of the public may address the Board on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to two minutes and items raised that require a response will be deferred for staff reply.

#### **Accessibility for Individuals with Disabilities**

Upon request, the JPB will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the JPB Secretary at Peninsula Corridor Joint Powers Board, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to [board@caltrain.com](mailto:board@caltrain.com); or by phone at 650.508.6242, or TDD 650.508.6448.

#### **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 the public records are distributed or made available to the legislative body.

**Peninsula Corridor Joint Powers Board  
Board of Directors Meeting  
1250 San Carlos Avenue, San Carlos CA 94070**

**MINUTES OF FEBRUARY 7, 2019**

**MEMBERS PRESENT:** J. Bruins, C. Brinkman, C. Chavez, D. Davis,  
G. Gillett (Chair), D. Pine (Vice Chair, arrived at 10:16 am),  
C. Stone, M. Zmuda

**MEMBERS ABSENT:** None

**STAFF PRESENT:** J. Hartnett, C. Mau, J. Cassman, B. Fitzpatrick, D. Seamans,  
C. Gumpal, J. Brook, D. Hansel, T. Bartholomew, M. Bouchard,  
J. Brook, A. Chan, C. Fromson, J. Funghi, D. Hansel, V. Obrien,  
S. Petty, M. Reggiardo, S. van Hoften

**CALL TO ORDER/PLEDGE OF ALLEGIANCE**

Chair Gillian Gillett called the meeting to order at 10:07 a.m. Director Dev Davis led the Pledge of Allegiance.

**ROLL CALL**

District Secretary Dora Seamans called the roll and confirmed all present except for Vice Chair Dave Pine (who was delayed).

**SWEARING IN**

Director Ron Collins was sworn in as a new member to the JPB Board of Directors.

**PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA**

Vaugh Wolfe, Pleasanton, suggested that the Board speak into the microphones, commented on job growth as it relates to housing; and questioned the transportation system and funding to support this growth.

Jeff Carter, Millbrae, commented on the lack of copies of the reports on back table and opined that the annual counts should include weekend ridership.

Shirley Johnson, BIKES Onboard, congratulated Chair Gillett on her new role as Chair of the Board. She expressed appreciation for the longer trains and the EMU (Electric Multiple Units) layout and thanked staff for all their hard work and listening to the public.

J. West, San Francisco, opined on inadequate staff assistance on the vandalism of bike rentals at the Caltrain facilities, expressed his frustration with the situation, and requested resolution to these problems.

Vice Chair Pine arrived at 10:16 a.m.



Roland Lebrun, San Jose, congratulated Director Ron Collins on his new role with the Board. He expressed frustration on the North Bound Baby Bullet and requested to increase the baby bullet trains to seven cars.

### **CONSENT CALENDAR**

Board members agreed to move Item# 12 – Caltrain Quarterly Performance Reports to the Consent Calendar and noted that staff would provide a robust report at the next meeting.

- a. Approved Special Meeting Minutes of January 10, 2018
- b. Approved Meeting Minutes of January 10, 2019
- c. Accepted Statements of Revenues and Expenditures for December 2018
- d. Received Key Caltrain Performance Statistics – December 2018
- e. Received State and Federal Legislative Update
- f. Received Caltrain Business Plan Monthly Update – January 2019
- g. Approved Amendment to Increase Fiscal Year 2019 Capital Budget for the Rengstorff Avenue Grade Separation Project - Approved by Resolution 2019-02
12. Caltrain Quarterly Performance Reports
  - a. Rail Operations Performance Update 1<sup>st</sup> Quarter Fiscal Year 2019
  - b. Safety and Security Update 1<sup>st</sup> Quarter Fiscal Year 2019

### Public Comment

Jeff Carter, Millbrae, requested that staff provide more information on the report for Item#5 d Key Caltrain Performance Statistics. He also questioned the tracking of tag on/off on Clipper Cards and commented on ticket vending machine sales data.

Motion/Second: Chavez/Zmuda

Ayes: Brinkman, Bruins, Chavez, Collins, Davis, Stone, Zmuda, Pine, Gillett

Absent: None

Noes: None

### **REPORT OF THE CHAIR**

Resolution of Appreciation was presented to Outgoing Chair Jeannie Bruins.

### Public Comment

Vaughn Wolffe, Pleasanton, expressed appreciation on the Board's leadership and as representatives of the different counties and wearing different hats.

Adina Levine, Friends of Caltrain, expressed appreciation on the ongoing Board's leadership on all the areas that are needed for equitable access.

## **REPORT OF THE CITIZENS ADVISORY COMMITTEE**

Brian Shaw, Chair of Citizens Advisory Committee (CAC), provided details of the last meeting held and reiterated the vacancy on the Committee for the San Mateo County representative's seat. He also noted that the Committee agreed to hold monthly meetings whether there is a quorum or not so the public can hear and comment on planned presentations.

Vice Chair Dave Pine and Director Charles Stone noted that there are three potential candidates and in the process for interview. Vice Chair Pine also commented that they should have a representative for the CAC meeting in March.

### Public comment

Jeff Carter, Millbrae, commented that recordings of the CAC's meetings should be made available on the website for the public.

## **REPORT OF THE EXECUTIVE DIRECTOR**

### **Peninsula Corridor Electrification Project (PCEP) Monthly Report for November 2018**

John Funghi, CalMod Chief Officer, provided a quarterly report on the electrification project; highlights included the progress on the design process, the Overhead Catenary System, traction power facilities. He also provided an update on the tunnel contract with ProVen Management.

The Board raised concerns on the contingency in terms of the scope and engineering estimates. The Board requested from the staff to include an explanation of the contingency on all future reports; the staff agreed.

Mr. Funghi and staff provided further clarifications in response to Board comments and questions.

### **Monthly Report on Positive Train Control (PTC) System**

Michelle Bouchard, Chief Operating Officer, Rail, introduced Matt Scanlon, Deputy Director Railroad Systems Engineering and thanked him and his team on the continued great work. Ms. Bouchard provided a report on the PTC, highlights included the status on the Caltrain PTC Implementation and activities. She also mentioned that aside from the Federal Railroad Administration (FRA) shutdown, the agency received a letter of approval for the implementation plan and schedule.

Ms. Bouchard and staff provided further clarifications in response to Board comments and questions.

### Public Comment

Roland Lebrun, San Jose, commented on the letter from the FRA and on the issue with the poles.

Drew, San Mateo, questioned the parallel stations and electrical substations.

**AWARD OF CONTRACT TO PROVEN MANAGEMENT, INC. FOR THE CENTRAL EQUIPMENT MAINTENANCE AND OPERATIONS FACILITY MODIFICATIONS PROJECT FOR THE PENINSULA CORRIDOR ELECTRIFICATION PROGRAM**

John Funghi, CalMod Chief Officer, provided a summary of the request for award of contract to ProVen Management (PMI). He provided highlights of the project that provides improvements to Central Equipment Maintenance & Operations Facility (CEMOF) to accommodate system electrification and an expanded vehicle fleet that will include electrified vehicles.

Mr. Funghi and staff provided further clarifications in response to Board comments and questions.

Public Comment

Roland Lebrun, San Jose, commented that there should be a new facility for Electric Multiple Unit (EMUs) in South San Jose.

Adina Levin, Friends of Caltrain commented on the grant funding for electrification and the Caltrain Business Plan.

Approved by Resolution 2019-02

Motion/Second: Davis/Stone

Ayes: Brinkman, Bruins, Chavez, Collins, Davis, Stone, Zmuda, Pine, Gillett

Absent: None

Noes: None

**RESOLUTION OF SUPPORT FOR CALTRAIN'S PARTICIPATION IN REGIONAL MEANS- BASED FARE PILOT PROGRAM**

Michelle Bouchard, Chief Operating Officer, Rail, provided a presentation on the Caltrain's participation in the Regional Means-Based Fare Pilot Program; highlights of the report included an overview, ridership demographics, the fare policy goal, the potential effects of Caltrain's participation, the pilot program conclusion and next steps. The presentation can be found on the Caltrain website link provided here: [http://www.caltrain.com/Assets/\\_Agendas+and+Minutes/JPB/Board+of+Directors/Presentations/2018/Means-Based+Fare+Pilot+Program.pdf](http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/Board+of+Directors/Presentations/2018/Means-Based+Fare+Pilot+Program.pdf)

The Board requested that staff provide a quarterly report; recommended looking at increased ridership as a metric; work with Metropolitan Transportation Commission (MTC) to consider options for ongoing funding.

Ms. Bouchard and staff provided further clarifications in response to Board comments and questions.

Public comment

Jeff Carter, Millbrae, suggested alternate solutions such as employers to assist with the program.

Adina Levin, Friends of Caltrain, suggested re-structuring the Go Pass program.

Andy Chow, Redwood City, spoke in support of the program.

Doug DeLong, Mountain View, commented on the program for retired seniors.

Roland Lebrun, San Jose, suggested the Board vote unanimously in favor of this program.

Drew, San Mateo, suggested looking at the long term and zones versus distance fares.

Approved by Resolution 2019-03

Motion/Second: Chavez/Bruins

Ayes: Brinkman, Bruins, Chavez, Collins, Davis, Stone, Zmuda, Pine, Gillett

Absent: None

Noes: None

**UPDATE ON DIRIDON INTEGRATED STATION CONCEPT PROGRAM**

Melissa Reggiardo, Principal Planner, provided an update on the Diridon Station program and highlights of the presentation included: the partnership organizations, internal and external stakeholders, funding objectives and risk management. The presentation can be found on the Caltrain website link provided here:

[http://www.caltrain.com/Assets/\\_Agendas+and+Minutes/JPB/Board+of+Directors/Presentations/2018/San+Jose+Diridon+Station.pdf](http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/Board+of+Directors/Presentations/2018/San+Jose+Diridon+Station.pdf)

There was a robust discussion on the project; Ms. Reggiardo and staff provided further clarifications in response to Board comments and questions.

Public Comment

Vaughn Wolffe, Pleasanton, questioned staff on the foreseeable future goal of the Diridon station.

Larry Ames, San Jose, suggested staff choose the best design suitable for the station.

Adina Levin, Friends of Caltrain, suggested that staff should consider the local versus regional transportation options, land use and access options, bike access options and housing policy.

Andy Chow, Redwood City, suggested staff to consider the long term funding and planning for this project.

Roland Lebrun, San Jose, provided suggestions on the design of the project.

Doug DeLong, Mountain View, suggested possibly considering alternative partners and also commented on the San Carlos overpass bridge.

**CALTRAIN QUARTERLY PERFORMANCE REPORTS – ITEM WAS MOVED TO CONSENT**

**CORRESPONDENCE**

Correspondence received was included in the packet and posted to the agency's website.

**BOARD MEMBER REQUESTS**

Director Stone requested that staff include an item next month regarding the potential revenue measure.

In response to Director Pine's question, staff confirmed that the Transit Oriented Development (TOD) policy will be agendaized for the next meeting

**GENERAL COUNSEL REPORT**

Legal Counsel Cassman announced that the Closed Session was not necessary at that time and it would be rescheduled for the next meeting.

Closed Session: Conference with Legal Counsel - Litigation Pursuant to Government Code Section 54956.9: one case

**DATE/TIME OF NEXT REGULAR MEETING: THURSDAY, MARCH 7, 2019 AT 10:00 A.M.  
SAN MATEO COUNTY TRANSIT DISTRICT ADMINISTRATIVE BUILDING, 2<sup>ND</sup> FLOOR,  
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070**

Chair Gillett announced that the next meeting would be held on Thursday, March 7, 2019 at 10:00 a.m.

**ADJOURN**

The meeting adjourned at 12:44 p.m.

PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT

TO: Joint Powers Board  
THROUGH: Jim Hartnett  
Executive Director  
FROM: Derek Hansel  
Chief Financial Officer  
SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING  
JANUARY 31, 2019**

**ACTION**

Staff proposes that the Board of Directors accept and enter into the record the Statement of Revenues and Expenses for the month of January, 2019.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through January 31, 2019. The statement has been designed to follow the Agency wide line item rollup as included in the adopted budget. The columns have been designed to provide easy comparison of year to date prior to current actuals for the current fiscal year including dollar and percentage variances. In addition, the current forecast of Revenues and Expenses is compared to the Adopted Budget for Fiscal Year 2019.

**SIGNIFICANCE**

**Annual Forecast:** The annual forecast was updated for the February board meeting based on actual revenue and expense trends through December 2018. The forecast was derived by analyzing trends and percentage growth patterns as well as reviewing details with cost center managers. The forecast will be updated again for the April board meeting.

**Forecast Revenues:** Total revenue (page 1, line 17) is forecast \$3.8 million lower than budget. This is primarily driven by lower Farebox Revenue (page 1, line 1) which is \$4.3 million lower than budget due to lower ticket vending machine and Clipper sales, partially offset by higher Go Pass revenue. Year-to-date ridership trends have been lower than projected, driving down Farebox Revenue. The decline in Farebox Revenue is partially offset by increased Other Income (page 1, line 5) due to higher advertising and interest income.

The Use of Reserves (page 1, line 13) is \$0.7 million lower than budget due to lower forecast expenses, partially offset by lower revenue.

**Forecast Expenses:** Total Expense (page 1, line 48) is \$3.8 million lower than budget. The variance is primarily due to lower expense trends. Shuttles Services (page 1, line 26) is \$1.0 million lower than budget due to a labor shortage of drivers causing a reduction in service. Wages & Benefits (page 1, line 37) is \$1.3 million lower than budget due to continued vacancies partially offset by \$0.4 million higher Managing Agency Overhead (page 1, line 38) due to higher than anticipated costs. Other Office Expenses and

Services (page 1, line 42) is \$1.4 million lower than budget due primarily to lower software maintenance, bank fees, and recruiting fees. The forecast for Long Term Debt Expense (page 1, line 46) is the same as budget but may change with the debt issuance and refinancing.

**Year to Date Revenues:** As of January year-to-date actual, the Total revenue (page 1, line 17) is \$7.7 million higher than the prior year. This is primarily driven by higher Farebox Revenue (page 1, line 1), Operating Grants (page 1, line 11) and JPB Member Agencies contributions (page 1, line 12).

**Year to Date Expenses:** As of January year-to-date actual, the Total Expense (page 1, line 48) is \$5.8 million higher than the prior year-to-date actual. This is primarily due to Rail Operator Services (page 1, line 23), Insurance Cost (page 1, line 29), and Wages & Benefits (page 1, line 37).

**BUDGET IMPACT**

There are no budget amendments for the month of January 2019.

**STRATEGIC INITIATIVE**

This item does not achieve a strategic initiative.

Prepared By:	Maria Pascual, Accountant	650-508-6288
	Jennifer Ye, Manager, General Ledger	650-622-7890

**PENINSULA CORRIDOR JOINT POWERS BOARD**  
**STATEMENT OF REVENUE AND EXPENSE**  
**Fiscal Year 2019**  
**January 2019**

	% OF YEAR ELAPSED								58.3%
	YEAR TO DATE				ANNUAL				
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	APPROVED BUDGET	FORECAST	\$ VARIANCE	% BUDGET	
<b>REVENUE</b>									
<b>OPERATIONS:</b>									
1 Farebox Revenue	55,823,041	58,848,938	3,025,896	5.4%	107,795,329	103,500,000	(4,295,329)	(4.0%)	1
2 Parking Revenue	3,064,528	3,119,655	55,127	1.8%	5,845,900	5,500,000	(345,900)	(5.9%)	2
3 Shuttles	1,284,091	1,179,715	(104,377)	(8.1%)	2,683,400	2,000,000	(683,400)	(25.5%)	3
4 Rental Income	1,127,629	1,154,931	27,302	2.4%	1,873,000	2,100,000	227,000	12.1%	4
5 Other Income	931,609	1,368,340	436,731	46.9%	1,192,000	3,200,000	2,008,000	168.5%	5
6				0.0%					6
7 TOTAL OPERATING REVENUE	62,230,899	65,671,579	3,440,680	5.5%	119,389,629	116,300,000	(3,089,629)	(2.6%)	7
<b>CONTRIBUTIONS:</b>									
10 AB434 Peninsula & TA Shuttle Funding	924,615	1,036,341	111,726	12.1%	1,767,700	1,767,700	-	0.0%	10
11 Operating Grants	2,488,296	3,832,854	1,344,558	54.0%	3,700,607	3,700,607	-	0.0%	11
12 JPB Member Agencies	14,473,071	17,240,500	2,767,429	19.1%	25,448,014	25,448,014	-	0.0%	12
13 Use of Reserves				0.0%	1,208,871	547,509	(661,362)	(54.7%)	13
14									14
15 TOTAL CONTRIBUTED REVENUE	17,885,982	22,109,695	4,223,713	23.6%	32,125,192	31,463,830	(661,362)	(2.1%)	15
16									16
17 GRAND TOTAL REVENUE	80,116,881	87,781,274	7,664,393	9.6%	151,514,821	147,763,830	(3,750,991)	(2.5%)	17
<b>EXPENSE</b>									
<b>OPERATING EXPENSE:</b>									
23 Rail Operator Service	46,026,078	50,346,147	4,320,069	9.4%	87,385,577	87,385,577	-	0.0%	23
24 Positive Train Control	-	20,481	20,481		572,481	572,481	-	0.0%	24
25 Security Services	3,255,591	3,767,857	512,266	15.7%	6,172,151	6,172,151	-	0.0%	25
26 Shuttles Services	2,775,964	2,244,237	(531,727)	(19.2%)	5,444,500	4,409,300	(1,035,200)	(19.0%)	26
27 Fuel and Lubricants	5,495,419	5,971,678	476,259	8.7%	10,765,356	10,765,356	-	0.0%	27
28 Timetables and Tickets	42,590	6,429	(36,160)	(84.9%)	143,500	21,706	(121,794)	(84.9%)	28
29 Insurance	1,366,938	2,837,028	1,470,090	107.5%	5,750,000	5,750,000	-	0.0%	29
30 Facilities and Equipment Maint	1,167,449	1,136,519	(30,930)	(2.6%)	3,301,895	3,301,895	-	0.0%	30
31 Utilities	1,103,636	1,074,623	(29,013)	(2.6%)	2,265,720	2,265,720	-	0.0%	31
32 Maint & Services-Bldg & Other	750,977	625,879	(125,098)	(16.7%)	1,529,098	1,267,708	(261,390)	(17.1%)	32
33									33
34 TOTAL OPERATING EXPENSE	61,984,641	68,030,877	6,046,236	9.8%	123,330,278	121,911,894	(1,418,384)	(1.2%)	34
<b>ADMINISTRATIVE EXPENSE</b>									
37 Wages and Benefits	4,996,765	5,934,843	938,078	18.8%	11,480,399	10,171,262	(1,309,137)	(11.4%)	37
38 Managing Agency Admin OH Cost	3,287,728	3,690,003	402,275	12.2%	5,899,231	6,300,000	400,770	6.8%	38
39 Board of Directors	10,544	13,238	2,694	25.5%	14,600	14,600	-	0.0%	39
40 Professional Services	2,883,692	973,125	(1,910,567)	(66.3%)	5,125,000	5,125,000	-	0.0%	40
41 Communications and Marketing	76,875	176,439	99,564	129.5%	316,500	316,500	-	0.0%	41
42 Other Office Expenses and Services	1,171,762	1,465,025	293,263	25.0%	4,050,139	2,625,900	(1,424,239)	(35.2%)	42
43									43
44 TOTAL ADMINISTRATIVE EXPENSE	12,427,366	12,252,673	(174,693)	(1.4%)	26,885,868	24,553,262	(2,332,606)	(8.7%)	44
45									45
46 Long Term Debt Expense	887,949	852,563	(35,386)	(4.0%)	1,298,675	1,298,675	-	0.0%	46
47									47
48 GRAND TOTAL EXPENSE	75,299,956	81,136,113	5,836,157	7.8%	151,514,821	147,763,830	(3,750,991)	(2.5%)	48
49									49
50 NET SURPLUS / (DEFICIT)	4,816,925	6,645,161	1,828,236	38.0%	0	-	(0)	(100.0%)	50





PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF JANUARY 31, 2019

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
-----		-----	-----	-----	-----
Local Agency Investment Fund (Unrestricted)	*	Liquid Cash	2.355%	6,079,572	6,079,572
County Pool (Restricted)	**	Liquid Cash	2.355%	1,000,000	1,000,000
County Pool (Unrestricted)	**	Liquid Cash	2.355%	1,017,938	1,017,938
Other (Unrestricted)		Liquid Cash	0.000%	43,806,965	43,806,965
Other (Restricted)	***	Liquid Cash	0.850%	18,585,873	18,585,873
-----		-----	-----	-----	-----
				\$ 70,490,348	\$ 70,490,348

Accrued Earnings for January 2019  
 Cumulative Earnings FY2019 \$ 255,899.00

\* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

\*\* As of January 2019, the total cost of the Total County County was \$5,553,359,979 and the fair market value per San Mateo County Treasurer's Office was \$5,561,165,096.

\*\*\* Prepaid Grant funds for Homeland Security, PTMISEA and LCTOP projects, and funds reserved for debt repayment.

The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995).

The Joint Powers Board has the ability to meet its expenditure requirements for the next six months.

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett  
Executive Director

FROM: Michelle Bouchard  
Chief Operating Officer, Rail

SUBJECT: **KEY CALTRAIN PERFORMANCE STATISTICS – JANUARY 2019**

**ACTION**

Staff Coordinating Council recommends that the Board receive the Performance Report for January 2019.

**SIGNIFICANCE**

Staff will provide monthly updates to Key Caltrain Performance Statistics, Caltrain Shuttle Ridership, Caltrain Promotions, Special Event Updates and Social Media Analytics.

**BUDGET IMPACT**

There is no budget impact.

**MONTHLY UPDATE**

In January 2019, Caltrain's Average Weekday Ridership (AWR) decreased 2.0 percent to 55,897 from January 2018 AWR of 57,018. The total number of passengers who rode Caltrain in January 2019 decreased 2.7 percent to 1,484,727 from 1,525,553 in January 2018. In January 2019, Caltrain ridership was impacted by the Weekend SF Caltrain Closure (effective Saturday, October 6, 2018 through late Spring 2019). In comparing the weekend train counts at Bayshore Station with the 2018 Annual Count baseline, there was a decrease in weekend ridership at Bayshore station by 42.7 percent in January 2019. AWR and Total Monthly ridership has trended down for the previous four months coincident with the weekend shutdowns. Staff has long reported that the current ridership estimating methodology that has been in use since the inception of the service does not accurately differentiate between weekday and weekend riders. A new methodology will be implemented in the coming months to more accurately reflect ridership trends for the purpose of monthly reporting. A complete description of the calculation methodology will also be provided.

This month ticket sales for One Way tickets (up 1.9 percent) increased from January 2018. Ticket sales for ED One Way tickets (down 0.7 percent), Day Passes (down 5.9 percent), ED Day Passes (down 24.2 percent), Monthly Passes (down 8.4 percent) and ED Monthly Passes (down 10.4 percent) decreased from January 2018.

The implementation of Caltrain Mobile Ticketing (which includes One Way, ED One Way, Day Pass, ED Day Pass, Zone Upgrades and Joint Caltrain + VTA Day Pass purchases) accounted for approximately 3.5 percent (51,417 rides) of January 2019 rides and 5.3 percent (\$370,219) of January 2019 Monthly Ticket Sales Revenue. The number of Eligible Go Pass Employees increased 11.9 percent to 82,712 from 73,903 from January 2018. The number of participating Go Pass Companies increased to 125 from 121 from January 2018. Farebox Revenue decreased 1.2 percent to \$7,764,277 from \$7,855,457 in January 2018.

On-time performance (OTP) for January 2019 was 92.2 percent compared to 96.2 percent OTP for January 2018. In January 2019 there were 411 minutes of delay due to mechanical issues compared to 439 minutes in January 2018.

Looking at customer service statistics, there were 6.5 complaints per 100,000 passengers in January 2019 which decreased from 8.5 in January 2018.

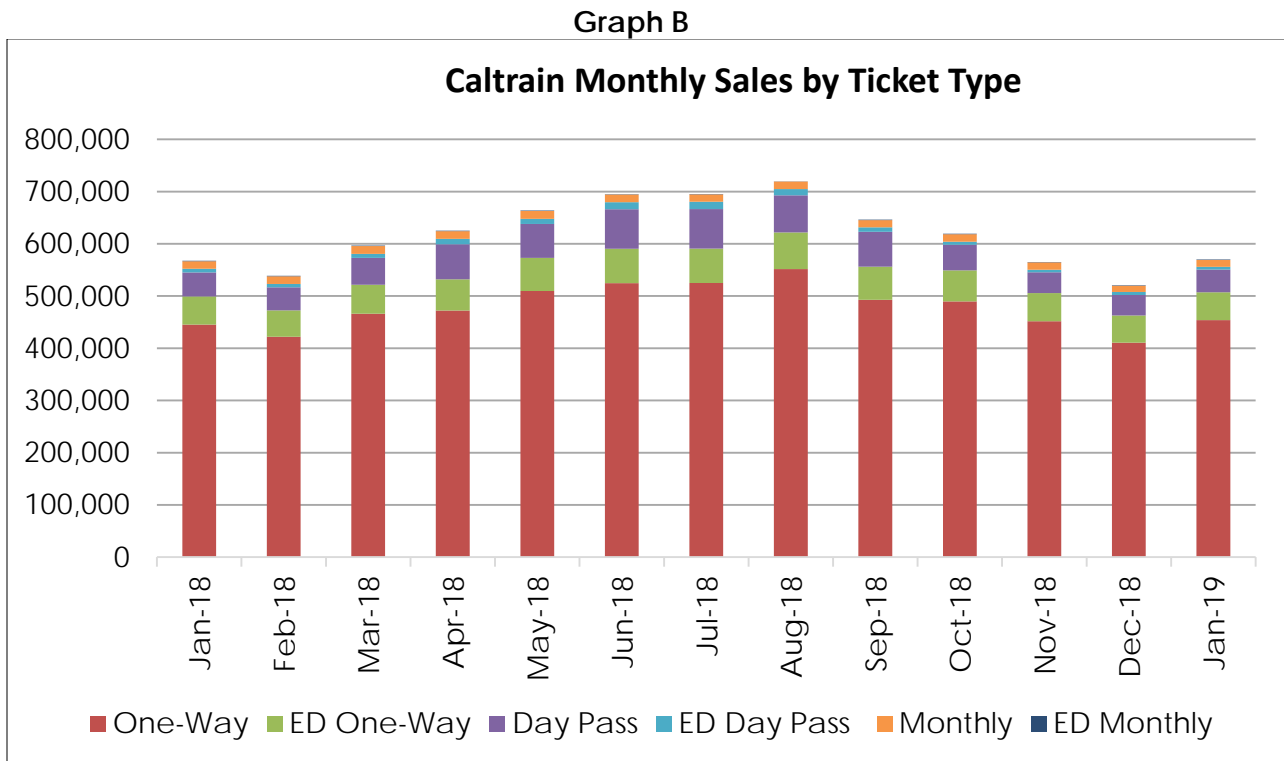
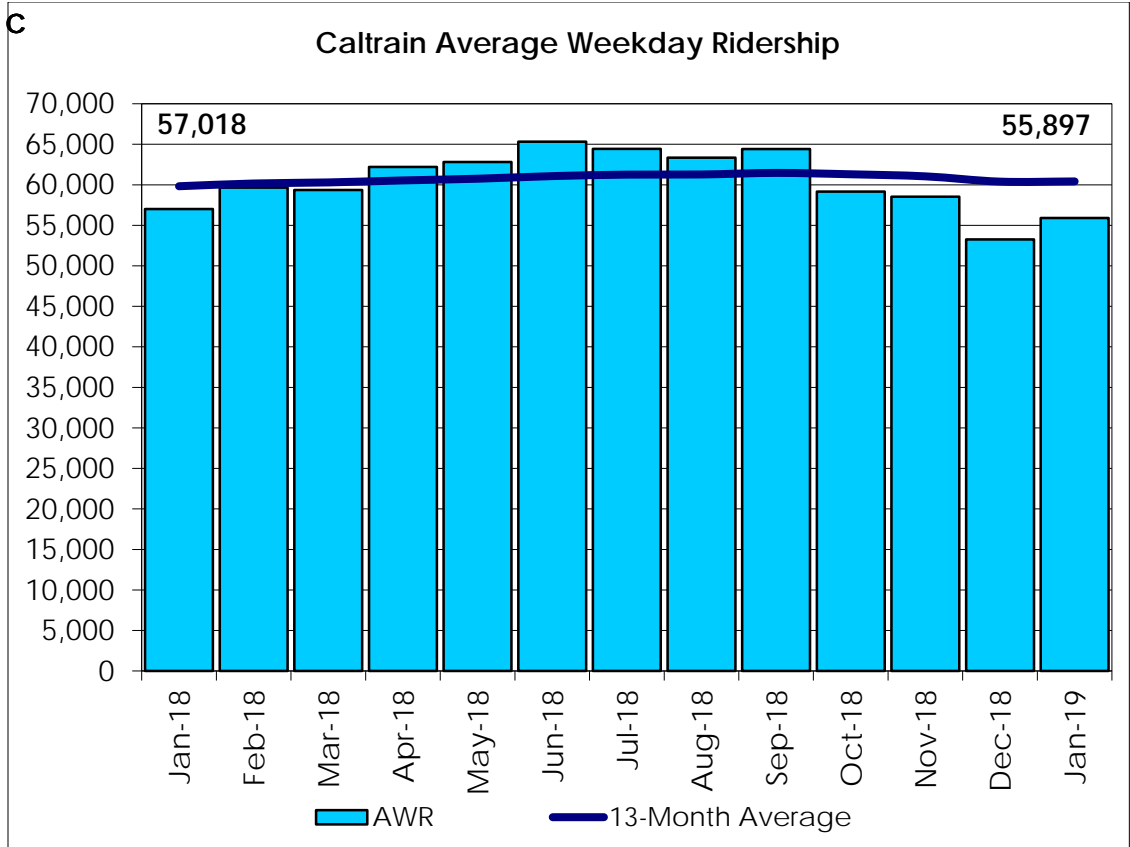
Shuttle ridership for January 2019 decreased 0.8 percent from January 2018. For the station shuttles, the Millbrae-Broadway shuttle averaged 180 daily riders. The weekend Tamien-San Jose shuttle averaged 18 daily riders. When the Marguerite shuttle was removed, the impact to ridership was a decrease of 7.8 percent. Due to ongoing service issues with the Shuttle Contractor (MV Transportation) as a result of staffing shortage, in January 2019 there were a total of 1,042 DNOs (Did Not Operate) trips and a total of 7,045 DNOs in FY2019 for Caltrain. Although DNOs have generally leveled off for Caltrain, there are still service loses beyond previously implemented service reductions and suspensions to match available operator counts. The Belmont-Hillsdale shuttle and Menlo Park Midday Shuttle remain temporarily discontinued.

**Table A**

	<b>January 2019</b>		
	<b>FY2018</b>	<b>FY2019</b>	<b>% Change</b>
Total Ridership	1,525,553	1,484,727	-2.7%
Average Weekday Ridership	57,018	55,897	-2.0%
Total Farebox Revenue	\$7,855,457	\$7,764,277	-1.2%
On-time Performance	96.2%	94.4%	-1.9%
Average Caltrain Shuttle Ridership	8,021	7,958	-0.8%

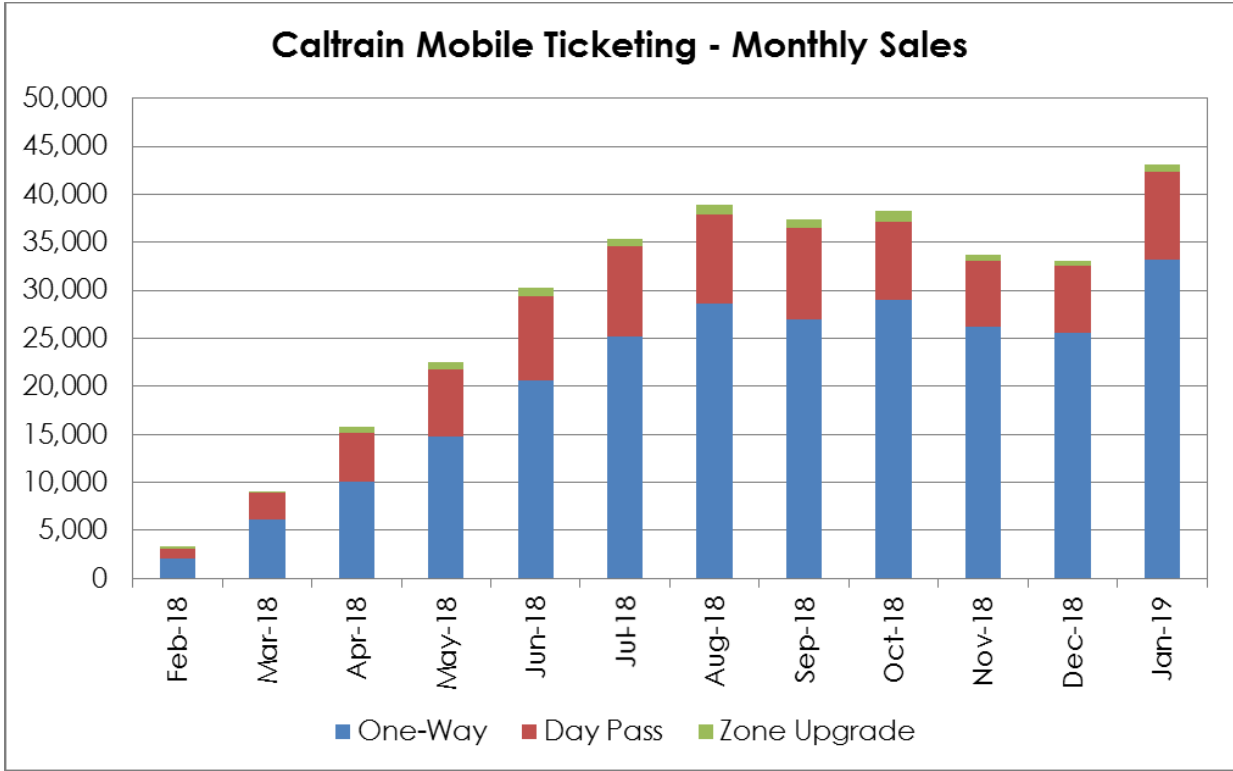
	<b>Year to Date</b>		
	<b>FY2018</b>	<b>FY2019</b>	<b>% Change</b>
Total Ridership	11,001,877	10,872,413	-1.2%
Average Weekday Ridership	60,359	59,860	-0.8%
Total Farebox Revenue	\$55,823,041	\$58,848,938	5.4%
On-time Performance	95.0%	93.1%	-2.0%
Average Caltrain Shuttle Ridership	8,660	8,125	-6.2%

**Graph A**

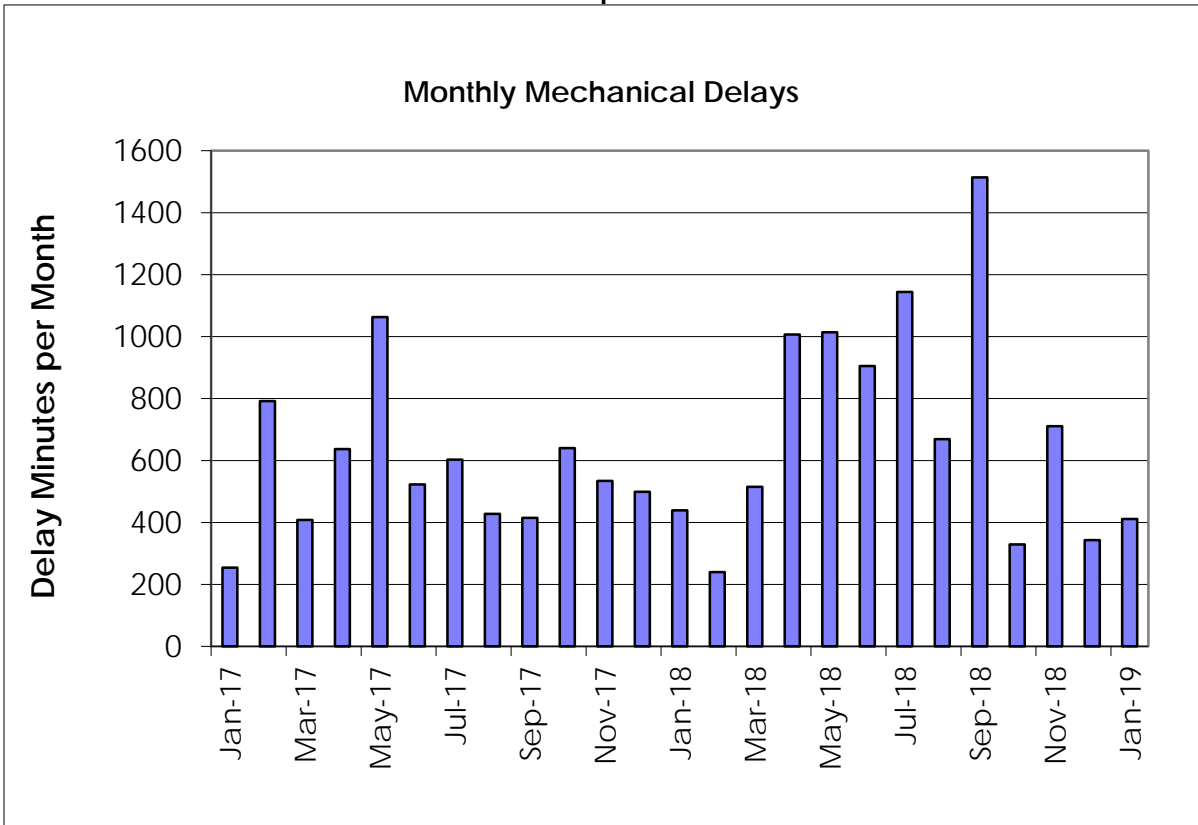


\*Go Passes tracked by Monthly Number of Eligible Employees (not by Sales)

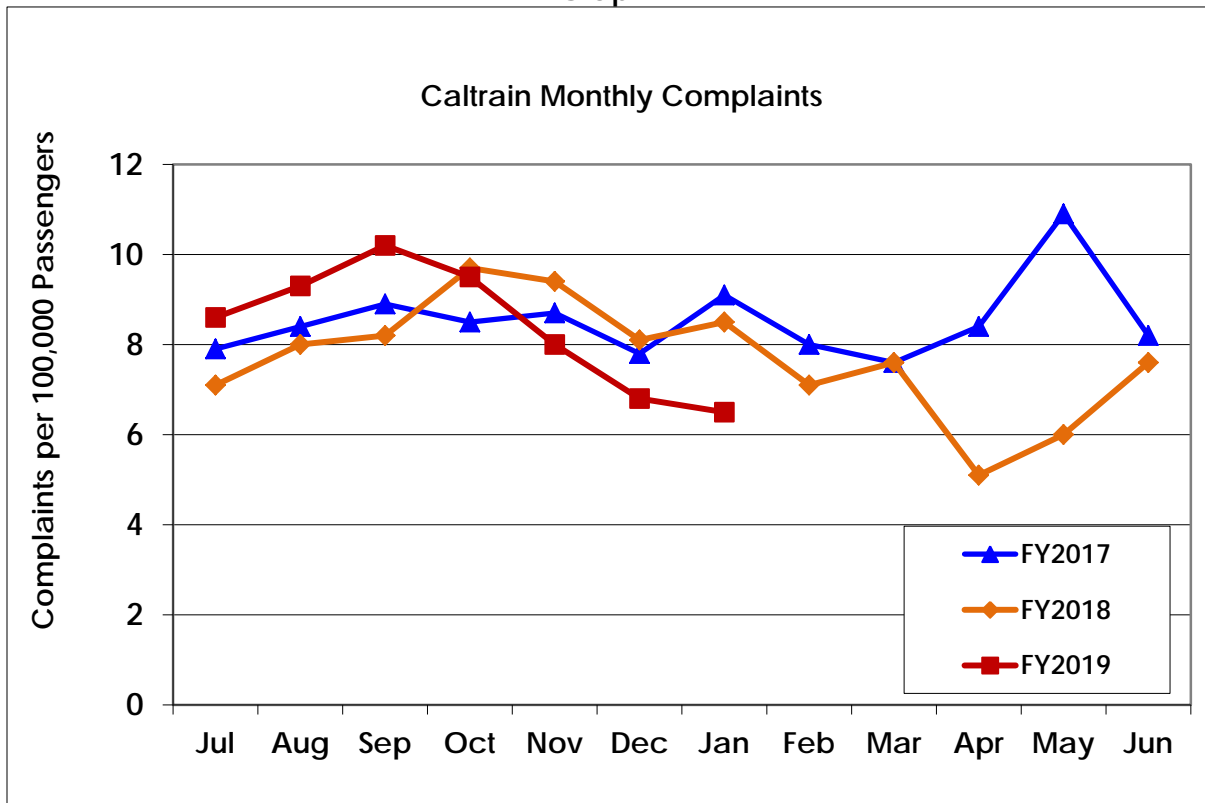
**Graph C**



Graph D



Graph E



### Caltrain Promotions – January 2019

**College Football National Championship** – Levi’s Stadium hosted the fifth National Championship game on January 7, 2019. The National Championship is one of the biggest sporting events in the country, with an average attendance of nearly 79,000 fans. Caltrain operated special event service to the Championship game on January 7th and Championship Campus festivities in downtown San Jose on January 5th and 6th. In order to promote the service, Caltrain published a news release and blog, made organic social media posts across all social accounts, put up digital posters at San Francisco, as well as posters in station information cases, made VMS/PA announcements and posted a dedicated information webpage on caltrain.com. The paid promotional campaign included google “keyword” searches, geo-targeted Facebook video ads, online display across all devices, an e-mail blast, native ads on SFGate.com and 15 sec. radio spots on KCBS. As a way to boost Caltrain Mobile awareness and downloads, app developer Moovel launched a Universal App Campaign through the month of December to encourage fans to use the Caltrain Mobile app for game day transportation and the Championship Campus festivities in downtown San Jose. The campaign included app store search and social media ads. Total riders alighting and boarding at Mountain View on game day was 3,429.

**MLK Train** – Caltrain partnered with the Northern California Dr. Martin Luther King, Jr. Community Foundation (NorCalMLK Foundation) to run the annual special “Celebration Train” celebrating the life and legacy of Dr. Martin Luther King, Jr. The Celebration Train ran on January 21, 2019 and stopped in San Jose, Palo Alto and San Mateo. Ridership

for the 2019 Celebration Train was 913, which represents a one percent decrease compared to 2018. Caltrain promoted the special service on boosted organic Social Media, press releases/blog, Caltrain's website and through partnerships with the NorCalMLK Foundation and the San Mateo County Martin Luther King, Jr. Day communications. For the last three years, a commemorative ticket was printed and distributed to Celebration Train registrars.

**On-going Promotions**

**San Jose Sharks at SAP Center** – There were five home games in January. Promotions include sponsored Facebook engagement ads through the end of April. Caltrain carried an additional 1,194 customers for the month of January.

**Caltrain Digital Metrics - JAN 2019**



***New Followers***

**+93**

Jan 19 - 175,996

Dec 18 - 175,873

Jan 18 - 174,804

***Top Tagged Issues***

1. Delay
2. CalMod
3. Bike Car
4. Clipper
5. Lost Found

***Caltrain.com Sessions***

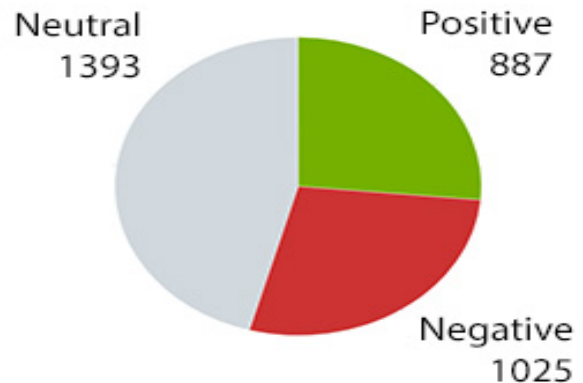
Jan 19 - 726,454

Dec 18 - 669,471

Jan 18 - 713,958

***Social Sentiment***

Social Mentions by Sentiment



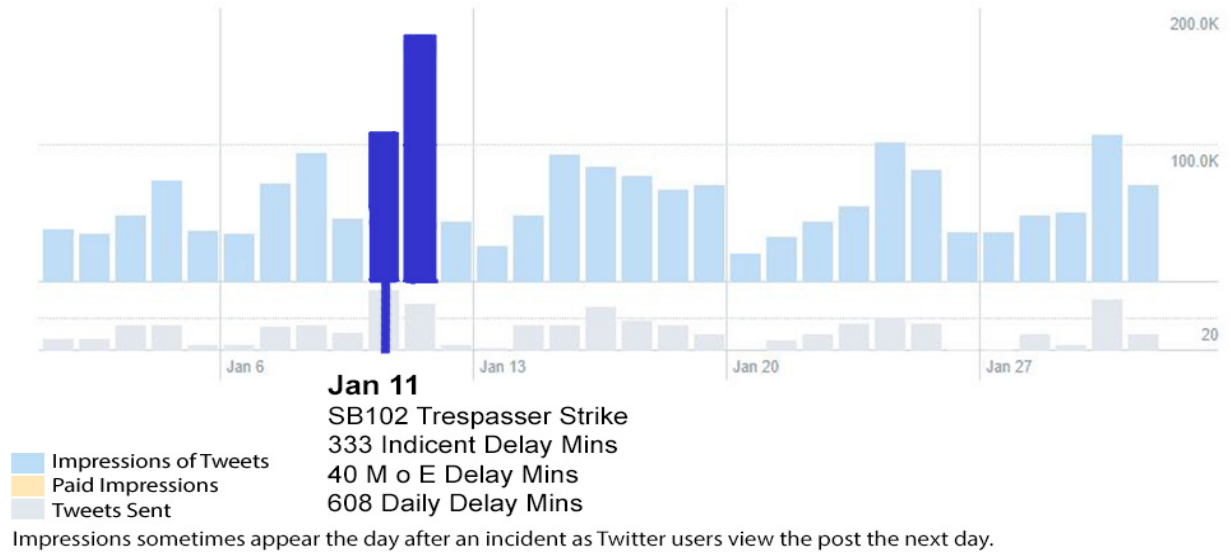
***Monthly Yelp & FB Rating***



( 1 Jan review)

# Twitter Impression Spikes January, 2019

Your Tweets earned **2.0M impressions** over this **31 day** period



Prepared by: Patrice Givens, Data Specialist  
 James Namba, Marketing Specialist  
 Jeremy Lipps, Social Media Officer

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 650.508.7924  
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**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett  
Executive Director

FROM: Seamus Murphy  
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

Staff Coordinating Council recommends the Board receives the attached memos. Staff will provide regular updates to the Board in accordance with Legislative Program.

**SIGNIFICANCE**

The 2019 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Prepared By: Casey Fromson, Government and  
Community Affairs Director

650-508-6493

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Holland & Knight LLP | www.hklaw.com

## Caltrain Federal Update January-February 2019

### CONGRESS

FY 2019 Transportation Appropriations Bill Update: During the evening of February 13, Congress introduced the FY 2019 omnibus appropriations conference report including \$325 billion in discretionary appropriations to cover the last seven of the FY 2019 appropriations bills, including the Transportation/HUD Appropriations bill. At this time, the Senate passed the conference report during the afternoon of the February 14 by a vote of 83-16. The House is scheduled to vote on the legislation the evening of February 14. President Trump has agreed to sign the bill into law before midnight on February 15 to avert government shutdowns.

The conference report provides \$26.5 billion for the Department of Transportation (DOT) at \$26.5 billion including:

- \$900 million for BUILD grants
- \$45.3 billion for federal-aid highways (FAST Act authorized level), plus \$3.25 billion from the Treasury's general fund (versus the Highway Trust Fund)
- \$255 million for Consolidated Rail Infrastructure and Safety Improvements (CRISI) grants
- \$9.9 billion for Federal Transit Administration (FTA) transit formula grants (FAST Act authorized level), plus \$700 million from the general fund for infrastructure grants
- \$2.55 billion for the Capital Investment Grant program, including \$1.27 billion for New Starts, \$635 million for Core Capacity, and \$527 million for Small Starts.

Transportation Authorization/Infrastructure Update: Based on Holland & Knight's conversations with House Transportation and Infrastructure Committee, the committee would like to introduce an infrastructure bill in April. The Senate Environment and Publics Work (EPW) Committee plans to introduce and pass FAST Act reauthorization bill this year before the presidential election year. The FAST Act expires in September 2020.

The House Transportation and Infrastructure Committee held a hearing on February 7<sup>th</sup> on infrastructure, and members from both sides of the aisle acknowledged that the timing for an infrastructure package is now. Members of Congress focused their questioning on identifying pay-fors, and how the federal government could aid in developing resilient infrastructure, the need for which has been underscored by recent natural disasters. Chairman Peter DeFazio (D-

OR) also addressed the economic impacts if infrastructure assets fail, such as the Northeast Corridor (NEC), and the Hudson Tunnel project. Identifying ways to pay for infrastructure investment has long plagued Congress, despite bipartisan calls for an infrastructure package, especially with the Highway Trust Fund (HTF) running out of money.

Testimony from witnesses during the hearing focused on the gap in infrastructure investment, which they fear will rise. Witnesses, including Los Angeles Mayor Eric Garcetti and former Transportation Secretary Ray LaHood, suggested raising the gas tax as one solution. They noted that it was risky, but could be effective. Some members expressed support for raising the gas tax, but others shared concerns over potential political fallout for adopting such a reform. Witnesses also noted that the President's infrastructure plan released last year ignited enthusiasm, though it did not gain momentum. Mayor Garcetti and Mayor Stephen Benjamin of Columbia, South Carolina both encouraged Congress to fund projects that would bring in money from a variety of sources, including local governments and private investors. Mayor Garcetti said federal lawmakers should consider paying part of the cost of maintenance for existing infrastructure, to prevent it from decaying further. Another witness, Amtrak CEO Richard Anderson, called on Congress to take action to address the Hudson River Tunnel project by passing an infrastructure bill that increases federal funding into existing programs that support intercity passenger rail. He also suggested establishing new federal policies and grant programs through reauthorizing the Fixing America's Surface Transportation (FAST) Act, which expires in 2020.

House Democrat Proposes Gas Tax Increase: Rep. Earl Blumenauer (D-OR), a senior Democrat on the House Ways and Means Committee, is seeking co-sponsors for a draft bill, the Rebuild America Act of 2019, that would increase the federal motor fuels tax by five cents per year starting in 2020. After 2023, the gas tax would increase to 43.3 cents per gallon, and the federal diesel tax would increase to 49.3 cents per gallon. After 2024, the tax would increase based on inflation.

If the legislation passes, this would be the first increase in the federal motor fuels tax since 1993. An increase in the tax has been cited as a key element of Democratic efforts to further invest in infrastructure.

## **ADMINISTRATION**

FHWA Nominee Sails Through Hearing: Nicole Nason, tapped to lead the Federal Highway Administration (FHWA), appeared before the Senate EPW Committee on January 29, for a [confirmation hearing](#). Nason previously served as Assistant Secretary for Government Affairs under Former Transportation Secretary Norman Mineta, and was most recently at the State Department. There, she developed seat belt rules for school buses, and rulemaking for electronic stability control systems. Republicans praised her record, with Chairman John Barrasso (R-WY) noting that she brings federal transportation policy experience to the position. During the hearing, Barrasso stressed the need for existing formula programs to be maintained, rather than creating new programs. Nason did not confirm or deny that this would happen, but she did focus

on the need for funding certainty. Democrats on the panel were satisfied with her focus on climate resilient infrastructure, and her commitment to multi-modalism.

CBO Analysis Prediction for HTF: The Congressional Budget Office (CBO) reported that according to a [new analysis](#), the Highway Trust Fund (HTF) transit account will run out of money by 2021 if Congress does not find a solution. The account is projected to stay solvent until 2022. The balance was \$41 billion in 2018, but is expected to drop to \$32 billion this year, \$19 billion in 2020, and absent any legislation, \$4 billion in 2021, eventually depleting in 2022. Debate over reauthorization of surface transportation programs will occur in Congress this year, and the CBO figures are likely to be cited.

DOT Requests Applications for INFRA Grants: The Department of Transportation (DOT) on December 21 [announced](#) the solicitation of applications for fiscal year 2019 grants under what is now called the INFRA surface transportation grant program created by the FAST Act. The program has the largest grants out of any ongoing DOT competitive grant program with a minimum grant of \$25 million. Applications are due March 4, 2019, for what DOT anticipates will be between \$855-902.5 million in funding.

DOT Announces \$60 Million for AV Programs: The DOT has [announced](#) that up to \$60 million in grant funding is available for autonomous vehicle (AV) demonstration projects. The money will go toward multiple projects that test the safe integration of AVs onto U.S. streets and their transportation systems. The funding is for AV research and development, including identifying and addressing potential challenges to AV integration, with a focus on safety. Public entities including local, state and tribal governments as well as transit agencies and public research institutions are eligible to apply. Grant [applications](#) are due March 21, 2019.

DOT Hosts Webinar on Automated Driving Systems Demonstration Grants: The U.S. Department of Transportation (DOT) has announced up to \$60 million in federal grant funding for projects that test the safe integration of ADS on the nation's roadways. These grants aim to gather significant safety data to inform rulemaking, foster collaboration amongst state and local government and private partners, and test the safe integration of ADS on our nation's roads. On January 24, at 1:00 PM ET, DOT will hold an information webinar on the ADS Demonstration Grants Program. The webinar will be conducted as a virtual forum and will help potential applicants gather additional information about the Funding Opportunity and ask specific questions. To register for the webinar, please visit [DOT](#). Additional information is also available on the Notice of Funding Opportunity Announcement via [Grants.gov](#).

February 7, 2019

TO: Peninsula Corridor Joint Powers Board Members

FROM: Mike Robson and Trent Smith, Edelstein Gilbert Robson & Smith, LLC  
Joshua W. Shaw and Matt Robinson, Shaw / Yoder / Antwih, Inc.

RE: **STATE LEGISLATIVE UPDATE – FEBRUARY 2019**

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### **Overview**

The Legislature returned for the 2019 Legislative Session on January 7 and the Governor released his proposed State Budget on January 10. Since that time, members of the Legislature have slowly been introducing new bills for consideration. The bill introduction deadline is February 22, at which time we expect approximately 1,500 bills to be placed into the legislative process.

Unlike the previous legislative session, where transportation infrastructure was a dominant issue in the legislative agenda, this year, with stable SB 1 revenues, the Governor and Legislature are focused on wildfires, PG&E bankruptcy, education, and health care policy.

Below is a discussion of legislation, introduced to date, of interest to the Joint Powers Board.

### **Legislation**

**AB 145 (Frazier) High Speed Rail Authority.** Authored by the Chair of the Assembly Transportation Committee, this bill would require that the five voting members of the High-Speed Rail Authority appointed by the Governor, be subject to Senate confirmation. This bill is a byproduct of Assemblyman Frazier's displeasure with continued cost increases with building out High-Speed Rail. Assemblyman Frazier held an informational hearing where he publicly called for replacement of the management team. This bill has been assigned to the Transportation Committee but has not yet been set for a hearing.

**AB 11 (Chiu) – Redevelopment.** This bill would restore California Redevelopment Law that was eliminated in 2012. This bill has been assigned to the Assembly Housing and Community Development Committee but has not been set for a hearing.

**SB 50 (Wiener) – Local Zoning.** This bill, modeled similar to SB 827 from 2018, would create new zoning standards in local communities to eliminate barriers to higher density housing near transit and job centers. This bill has been assigned to the Senate Housing Committee and has not been set for a hearing.

**SB 146 (Beall) – Peninsula Rail (Spot Bill).** This bill, introduced by the Chair of the Senate Transportation Committee, is simply a placeholder bill. There is no indication, at this time, of what Senator Beall intends to put in this bill in the coming weeks. The bill has been assigned to the Senate Transportation Committee.

**SB 147 (Beall) – High Speed Rail (Spot Bill).** Like SB 146, this bill has been introduced by the committee Chair to simply serve as a legislative vehicle for potential legislation dealing with the High-Speed Rail.

## Peninsula Corridor Joint Powers Board State Legislative Matrix as of 2/7/2019

Bill Number (Author)	Summary	Location	Position
<p><a href="#">AB 5</a> (<a href="#">Gonzalez D</a>)</p> <p>Worker status: independent contractors.</p>	<p>Existing law, as established in the case of <i>Dynamex Operations West, Inc. v. Superior Court of Los Angeles</i> (2018) 4 Cal.5th 903 (Dynamex), creates a presumption that a worker who performs services for a hirer is an employee. Existing law requires a 3-part test, commonly known as the "ABC" test, to establish that a worker is independent contractor.</p> <p>This bill would state the intent of the Legislature to include provisions within this bill would codify the decision in the Dynamex case and clarify its application.</p> <p>Introduced: 12/3/2018</p>	Assembly Print	Watch
<p><a href="#">AB 11</a> (<a href="#">Chiu D</a>)</p> <p>Community Redevelopment Law of 2019.</p>	<p>The California Constitution, with respect to any taxes levied on taxable property in a redevelopment project established under the Community Redevelopment Law, as it then read or may be amended, authorizes the Legislature to provide for the division of those taxes under a redevelopment plan between the taxing agencies and the redevelopment agency, as provided. This bill, the Community Redevelopment Law of 2019, would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements, including that the resolution of intention include a passthrough provision and an override passthrough provision, as defined. The bill would require the city or county to submit that resolution to each affected taxing entity and would authorize an entity that receives that resolution to elect to not receive a passthrough payment, as provided. The bill would require the city or county that adopted that resolution to hold a public hearing on the proposal to consider all written and oral objections to the formation, as well as any recommendations of the affected taxing entities, and would authorize that city or county to adopt a resolution of formation at the conclusion of that hearing. The bill would then require that city or county to submit the resolution of intention to the Strategic Growth Council for a determination as to whether the agency would promote statewide greenhouse gas reduction goals. The bill would require the council to approve formation of the agency if it determines that formation of the agency both (1) would not result in a state fiscal impact, determined as specified by the Controller, that exceeds a specified amount and (2) would promote statewide greenhouse gas reduction goals. The bill would deem an agency to be in existence as of the date of the council's approval. The bill would require the council to establish a program to provide technical</p>	Assembly Housing and Community Development	Watch

## Peninsula Corridor Joint Powers Board State Legislative Matrix as of 2/7/2019

	<p>assistance to a city or county desiring to form an agency pursuant to these provisions.</p> <p>This bill contains other related provisions and other existing laws.</p> <p>Introduced: 12/3/2018</p>		
<p><a href="#">AB 145</a> (<a href="#">Frazier D</a>)</p> <p>High-Speed Rail Authority: Senate confirmation.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members.</p> <p>This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.</p> <p>Introduced: 12/13/2018</p>	Assembly Transportation	Watch
<p><a href="#">AB 226</a> (<a href="#">Mathis R</a>)</p> <p>Transportation funds: transit operators: fare revenues.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive moneys. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated moneys do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas. Existing law provides various exceptions to the definition of "operating cost" for these purposes.</p> <p>This bill would require a fare paid pursuant to a reduced fare transit program to be counted as a full adult fare for purposes of calculating any required ratios of fare revenues to operating costs specified in the act, except for purposes of providing information in a specified annual report to the Controller or providing information to the entity conducting a fiscal or performance audit pursuant to specified provisions.</p> <p>Introduced: 1/17/2019</p>	Assembly Transportation	Watch
<p><a href="#">AB 422</a></p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to</p>	Assembly Transportation	Watch



## Peninsula Corridor Joint Powers Board State Legislative Matrix as of 2/7/2019

<p><a href="#">Frazier D</a></p> <p>High-speed rail: performance measurement dashboards.</p>	<p>develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority to establish an independent peer review group for purposes of reviewing the planning, engineering, financing, and other elements of the authority's plans and issuing an analysis of the appropriateness and accuracy of the authority's assumptions and an analysis of the viability of the authority's funding plan, including the funding plan for each corridor. This bill would require the authority, in consultation with the peer review group, to develop and update quarterly a set of summary performance measurement dashboards that show ongoing performance of the project and post on its internet website full sets of the summary performance measurement dashboards.</p>		
<p><a href="#">ACA 1 (Aguiar-Curry D)</a></p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>(1)The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions.This measure would create an additional exception to the 1% limit that would authorize a city, county, or city and county to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.This bill contains other related provisions and other existing laws.</p> <p>Introduced: 12/3/2018</p>	<p>Assembly Print</p>	<p>Watch</p>
<p><a href="#">SB 1 (Atkins D)</a></p> <p>California Environmental, Public Health, and Workers Defense Act of 2019.</p>	<p>(1)The federal Clean Air Act regulates the discharge of air pollutants into the atmosphere. The federal Clean Water Act regulates the discharge of pollutants into water. The federal Safe Drinking Water Act establishes drinking water standards for drinking water systems. The federal Endangered Species Act of 1973 generally prohibits activities affecting threatened and endangered species listed pursuant to that act unless authorized by a permit from the United States Fish and Wildlife Service or the National Marine Fisheries Service, as appropriate.</p> <p>This bill would require specified agencies to take prescribed actions regarding certain federal requirements and standards pertaining to air, water, and protected species, as specified. By imposing new duties on local agencies, this bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.</p> <p>Introduced: 12/3/2018</p>	<p>Senate Environmental Quality</p>	<p>Watch</p>

## Peninsula Corridor Joint Powers Board State Legislative Matrix as of 2/7/2019

<p><a href="#">SB 4</a> (<a href="#">McGuire</a> D)</p> <p>Housing.</p>	<p>Under existing law, various agencies administer programs to preserve and expand safe and affordable housing opportunities and promote sound community growth.</p> <p>This bill would state the intent of the Legislature to enact legislation that would limit restrictive local land use policies and legislation that would encourage increased housing development near transit and job centers, in a manner that ensures that every jurisdiction contributes its fair share to a housing solution, while acknowledging relevant differences among communities.</p> <p>Introduced: 12/3/2018</p>	Senate Rules	Watch
<p><a href="#">SB 5</a> (<a href="#">Beall</a> D)</p> <p>Local-State Sustainable Investment Incentive Program.</p>	<p>Existing property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, subject to certain modifications. Existing law requires an annual reallocation of property tax revenue from local agencies in each county to the Educational Revenue Augmentation Fund (ERAF) in that county for allocation to specified educational entities.</p> <p>This bill would establish in state government the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the Sustainable Investment Incentive Committee to participate in the program and would authorize the committee to approve or deny applications for projects meeting specific criteria. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 12/3/2018</p>	Senate Gov. & F.	Watch
<p><a href="#">SB 43</a> (<a href="#">Allen</a> D)</p> <p>Carbon taxes.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030.</p> <p>This bill would require the state board, in consultation with the California Department of Tax and Fee Administration, to submit a report to the Legislature on</p>	Senate Environmental Quality	Watch

**Peninsula Corridor Joint Powers Board  
State Legislative Matrix as of 2/7/2019**

	<p>the results of a study, as specified, to propose, and to determine the feasibility and practicality of, a system to replace the tax imposed pursuant to the Sales and Use Tax Law with an assessment on retail products sold or used in the state based on the carbon intensity of the product to encourage the use of less carbon-intensive products. The bill would require the state board to revise, as necessary, the 2017 scoping plan to reflect the carbon emission reduction benefits that may be realized through the imposition of the assessment based on carbon intensities of products and to consider the results of the study in future updates to the scoping plan. This bill contains other existing laws.</p> <p>Introduced: 12/3/2018</p>		
<p><a href="#">SB 50</a> (<a href="#">Wiener D</a>)</p> <p>Planning and zoning: housing development: equitable communities incentive.</p>	<p>Existing law, known as the Density Bonus Law, requires, when an applicant proposes a housing development within the jurisdiction of a local government, that the city, county, or city and county provide the developer with a density bonus and other incentives or concessions for the production of lower income housing units or for the donation of land within the development if the developer, among other things, agrees to construct a specified percentage of units for very low, low-, or moderate-income households or qualifying residents.</p> <p>This bill would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development, as defined, that satisfies specified criteria, including, among other things, that the residential development is either a job-rich housing project or a transit-rich housing project, as those terms are defined; the site does not contain, or has not contained, housing occupied by tenants or accommodations withdrawn from rent or lease in accordance with specified law within specified time periods; and the residential development complies with specified additional requirements under existing law. The bill would require that a residential development eligible for an equitable communities incentive receive waivers from maximum controls on density and automobile parking requirements greater than 0.5 parking spots per unit, up to 3 additional incentives or concessions under the Density Bonus Law, and specified additional waivers if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop, as defined. The bill would authorize a local government to modify or expand the terms of an equitable communities incentive, provided that the equitable communities incentive is consistent with these provisions. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 12/3/2018</p>	<p>Senate Housing</p>	<p>Watch</p>

## Peninsula Corridor Joint Powers Board State Legislative Matrix as of 2/7/2019

<p><a href="#">SB 146</a> (<a href="#">Beall</a> D)</p> <p>Peninsula Rail Transit District.</p>	<p>Existing law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers.</p> <p>This bill would repeal the provisions relating to the Peninsula Rail Transit District.</p> <p>Introduced: 1/18/2019</p>	<p>Senate Transportation</p>	<p>Watch</p>
<p><a href="#">SB 147</a> (<a href="#">Beall</a> D)</p> <p>High-Speed Rail Authority.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law authorizes the authority, among other things, to keep the public informed of its activities.</p> <p>This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's internet website.</p> <p>Introduced: 1/18/2019</p>	<p>Senate Transportation</p>	<p>Watch</p>

Total Measures: 13  
Total Tracking Forms: 13

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett  
Executive Director

FROM: Michelle Bouchard  
Chief Operating Officer, Caltrain

SUBJECT: **CALTRAIN BUSINESS PLAN – MONTHLY UPDATE COVERING FEBRUARY 2019**

**ACTION**

Staff Coordinating Council recommends the Board of Directors (Board) receive the attached memo providing an update on Caltrain Business Plan activities and progress during February of 2019.

**SIGNIFICANCE**

Peninsula Corridor Joint Powers Board (JPB) staff has prepared the attached memo describing project activities and outreach related to the Caltrain Business Plan that occurred during February of 2019.

Staff will provide the JPB with written monthly memos and presentation materials on a monthly basis throughout the duration of the Business Plan project. These written updates will periodically be supplemented by a full presentation to the Board.

**BUDGET IMPACT**

There is no budget impact associated with receiving this memo.

**BACKGROUND**

In 2017, the JPB secured full funding for the Peninsula Corridor Electrification Project and issued notices to proceed to its contractors for corridor electrification and purchase of Electric Multiple Unit railcars. Now that construction on this long-awaited project is underway, the agency has the opportunity to articulate a long-term business strategy for the future of the system.

The initial concept for a Caltrain “Business Plan” was brought to the Board in April of 2017. The Board reviewed a draft scope of work for the Business Plan in December of 2017 and adopted a final Business Strategy and Scope of Work in February of 2018. The Business Plan has been scoped to include long-range demand modeling, and service and infrastructure planning, as well as organizational analysis and an assessment of Caltrain’s interface with the communities it traverses. It is an extensive planning effort that includes outreach in multiple venues. The plan will be completed in 2019.

# PROJECT UPDATE

The following is one in a series of monthly project updates for the Caltrain Business Plan. These updates provide a high level summary of project activities and progress and are paired, when applicable, with a presentation that reflects project materials and messaging shared with stakeholder groups during the subject month. The following “February” update covers work completed in late January of 2019 and February of 2019.

## ONGOING TECHNICAL WORK

In early 2019 the Caltrain Business Plan team continued intensive technical work on the plan. As reported in the January update, ongoing technical work has included the following activities;

- Development of ridership forecasts for all growth scenarios and interim years
- Continued service planning and analysis including;
  - Detailed terminal planning related to San Francisco and the Diridon Station Area
  - Development of additional options and variant concepts showing flexibility in service scenarios and highlighting connections to regional, megaregional and state networks
  - Initiation of network coding and analysis to dynamically simulate service concepts
- Specification and quantification of capital investments needed to support service scenarios including track and system upgrades, station modifications, fleet and support facilities and grade crossing improvements and separations
- Finalization of key inputs and assumptions into the integrated business model including the calculation of key operating and maintenance costs
- Ongoing organizational assessment work specifying key railroad functionalities, mapping of Caltrain organization and analysis of national and international comparison railroads
- Completion of initial community interface documentation and development of comparison corridor case studies

Public presentation of work resulting from this analysis will begin in March. A brief summary presentation of work already completed (and previously presented publicly) was provided to the CSCG and LPMG in February. This presentation was intended as brief “recap” of the project to date and was used to provide context for new group members. Because the material is repetitive of prior updates the presentation has not been included in this packet but is available on the Caltrain website and at [caltrain2040.org](http://caltrain2040.org).

## MEETINGS AND OUTREACH

Stakeholder outreach and engagement activities continued in February with a number of events that covered material related to service planning. The following major meetings occurred in February;

- Update to the Sam Mateo County Transit District Board of Directors (February 6)
- Update to the Valley Transportation Authority Board of Directors (February 7)
- Reddit “Town Hall” (February 8)
- Caltrain Business Plan Ad Hoc Meeting (February 18)
- City and County Staff Coordinating Group Meeting (February 20)
- Caltrain Citizens Advisory Committee (February 20)
- Local Policy Maker Group Meeting (February 28)

The Project Partner Committee (PPC) held its regular, full meeting on February 5. Sub groups of the Project Partner Committee met to discuss the technical details of terminal planning for the North Terminal on February 5 and for the South Terminal on February 15.

## **NEXT STEPS**

The first part of the Business Plan is focused on the development of a long-range service vision for the railroad accompanied by an assessment of the community-corridor interface and the Caltrain organization. The remainder of the project will be focused on the creation of the implementation plan, including a detailed business plan and funding approach. The Business Plan team will continue to provide monthly updates throughout the Business Plan. Over the next several months the team will provide significant updates on further service planning details, ridership projections, and capital and operating costs associated with each scenario.

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett  
Executive Director

FROM: Dora Seamans  
JPB Secretary

SUBJECT: **APPOINTMENT OF THE CITIZENS ADVISORY COMMITTEE REPRESENTATIVE**

**ACTION**

The Board of Directors representing the San Mateo County Transit District, recommend the Board of Directors appoint a new member to the Citizens Advisory Committee (CAC) to fill the vacant seat for a member from San Mateo County with a term ending June 30, 2019. Information on the proposed appointee will be made available in the Board's reading file.

**SIGNIFICANCE**

The CAC Bylaws state:

1. Article 1 – Membership, Section 1: As prescribed by the Peninsula Corridor Joint Powers Board ("JPB" or "Board"), the Citizens Advisory Committee ("CAC" or "Committee") shall consist of nine (9) members, three appointed from each constituent county (San Francisco County, San Mateo County, Santa Clara County). Each county will select its county committee members and the JPB will affirm these appointments. CAC members should reflect the demographics of Caltrain riders. The Citizens Advisory Committee shall act in an advisory capacity to the JPB. Its activities shall include seeking the views of various groups of users and potential users of Caltrain and ancillary transit facilities; develop proposals and recommendations for meeting the needs of the various groups; reviewing and commenting on staff proposals and actions as requested by the JPB; and assisting the JPB in any matter which the Board may deem appropriate.
2. Article 1 – Membership, Section 2: CAC members shall serve three (3) year terms.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

The CAC was established as a JPB advisory group by Resolution No. 1992-28, dated June 3, 1992. The CAC serves as a forum for conveying community information, ideas and comments to the Board. The Board adopted a set of Bylaws under Resolution No. 2002-13, dated May 2, 2002, to formalize the rules of procedure governing the manner in which the CAC functions.



PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett  
Executive Director

FROM: April Chan  
Chief Officer, Planning, Grants and Transportation Authority

SUBJECT: **ANNUAL CAP AND TRADE FUNDING FOR THE PENINSULA CORRIDOR  
ELECTRIFICATION PROJECT**

**ACTION**

Staff Coordinating Council (SCC) recommends the Board authorize the Executive Director, or his designee to:

1. Apply for and receive \$1.75 million in California Low Carbon Transportation Operations Program (LCTOP) funds from the State of California Department of Transportation (Caltrans) for the Peninsula Corridor Electrification Project (PCEP); and
2. Take such actions as may be necessary to give effect to this resolution, including filing and executing annual cap-and-trade funding applications, certifications and assurances, authorized agent forms, related amendments and any other documentation required to apply for and receive LCTOP funds.

**SIGNIFICANCE**

The LCTOP is one of several funding programs that are part of a broad-based State effort to invest cap-and-trade auction proceeds to reduce greenhouse gas emissions as required under California's climate action law, A.B. 32. These funds are distributed annually on a formula basis to transit agencies and Metropolitan Planning Organizations, including the Metropolitan Transportation Commission in the Bay Area. Similar to the State Transit Assistance program, transit agencies receive a portion of the funds directly based on operating revenues. Caltrans is the administering agency for the funds and requires eligible funding recipients to submit annual resolutions by authorizing agency officer(s) to execute and process the application materials associated with LCTOP funds. Caltrans also requires applicants to specify the projects to receive the LCTOP funds within the resolution.

For Fiscal Year (FY) 2019, the JPB's allocation of LCTOP funding is \$1.75 million. The Board has previously committed \$9 million in LCTOP funds to the PCEP as part of the seven-party supplemental memorandum of understanding and SCC recommends these funds be allocated to the PCEP in keeping with the agreement.

**BUDGET IMPACT**

There is no budget impact associated with this action. A total of \$9 million in LCTOP funds are included in the overall funding plan for PCEP. To date, \$3.65 million of this amount has been received for PCEP. With the FY19 allocation, that total will increase to \$5.4 million.

**BACKGROUND**

The LCTOP provides capital funding as well as operational assistance for expanded transit service to reduce greenhouse gas emissions and improve mobility. The LCTOP program is funded annually with 5 percent of the auction proceeds from the State's cap-and-trade program.

Prepared by: Peter Skinner, Manager, Grants and Fund Programming      650.622.7818

**RESOLUTION NO. 2019 -  
BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD  
STATE OF CALIFORNIA**

\* \* \*

**ANNUAL CAP AND TRADE FUNDING FOR THE PENINSULA CORRIDOR ELECTRIFICATION  
PROJECT**

**WHEREAS**, the Peninsula Corridor Joint Powers Board (JPB) is an eligible project sponsor and may receive State cap and trade funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

**WHEREAS**, the statutes related to State-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, Senate Bill 862 (2014) named the California Department of Transportation (Caltrans) as the administrative agency for the LCTOP; and

**WHEREAS**, Caltrans has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors, including the JPB; and

**WHEREAS**, the JPB wishes to use Fiscal Year (FY) 19 LCTOP funds allocated to the JPB for the Peninsula Corridor Electrification Project (PCEP); and

**WHEREAS**, the PCEP will electrify the Caltrain commuter rail line, providing improved transit service and reduced greenhouse gas emissions that will benefit disadvantaged communities, as identified by the State of California, in Santa Clara, San Mateo, and San Francisco Counties, and provide electric multiple units (EMUs) to operate on the newly-electrified rail line; and

**WHEREAS**, the Staff Coordinating Council recommends that the JPB Board of Directors authorize the Executive Director, or his designee, to:

1. Apply for and receive \$1,750,111 in FY19 LCTOP funds for the PCEP; and
2. File and execute annual cap-and-trade funding applications, certifications and assurances, authorized agent forms, agreements, related amendments, and any other documents required to apply for and receive LCTOP funding.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Peninsula Corridor Joint Powers Board, hereby:

1. Agrees to comply with all conditions and requirements set forth in the annual certifications and assurances, authorized agent forms and any applicable statutes, regulations and guidelines for all Low Carbon Transit Operations Program-funded transit projects; and

2. Authorizes the Executive Director, or his designee, to apply for and receive from the California Department of Transportation \$1,750,111 in FY19 LCTOP funds for the Peninsula Corridor Electrification Project, which will electrify the Caltrain commuter rail line, providing improved transit service and reduced greenhouse gas emissions; and
3. Authorizes the Executive Director, or his designee, to take such actions as may be necessary to give effect to this resolution, including filing and executing annual cap-and-trade funding applications, certifications and assurances, authorized agent forms, agreements, related amendments, and any other documentation that may be required to apply for and receive LCTOP funds.

Regularly passed and adopted this 7<sup>th</sup> day of March 2019, by the following vote:

AYES:

NOES:

ABSENT:

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Chair, Peninsula Corridor Joint Powers Board

ATTEST:

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JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD**  
**STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett  
Executive Director

FROM: April Chan  
Chief Officer, Planning, Grants, and Transportation Authority

SUBJECT: **FEDERAL RAILROAD ADMINISTRATION FUNDING FOR POSITIVE TRAIN CONTROL**

**ACTION**

Staff Coordinating Council recommends the Board authorize the Executive Director or his designee to:

1. Enter into current and future funding agreements with the Federal Railroad Administration (FRA) for the Positive Train Control (PTC) project, as long as these funding agreements do not exceed the current PTC project budget of \$291.7 million;
2. Take any other actions necessary, including executing and filing agreements and amendments, certifications and assurances, and authorized agent forms, as well as any other amendments, or furnishing any additional information, as may be required to give effect to the above action.

**SIGNIFICANCE**

In October 2018, the Board of Directors (Board) increased the PTC project budget to \$291.7 million, and authorized the execution of an \$18.6 million grant agreement with the FRA to help fund the PTC project. Since that time, the Peninsula Corridor Joint Powers Board (JPB) was awarded another PTC System grant from the FRA totaling \$3.9 million to help fund the project. As with the FRA's previous PTC funding award, the Board must authorize the Executive Director or his designee to enter into an agreement with the FRA to receive the funding. To expedite the receipt of any future PTC grants, Staff Coordinating Council (SCC) also recommends providing the Executive Director or his designee authority to enter into future funding agreements with the FRA provided those grants do not exceed the current project budget of \$291.7 million or a Board-approved revised future PTC project budget.

Staff is also continuing to explore options to fund the remaining PTC project needs

including seeking other grants and opportunities to identify savings from completed capital projects.

**BUDGET IMPACT**

The current PTC budget of \$291.7 million includes approximately \$6 million of unfunded budget authority, to which \$2.06 million of these new grant funds will be applied. The remaining \$1.84 million in grant funds will be applied to configuration management activities that are part of JPB's operating budget and outside of the \$291.7 million PTC project budget. The configuration management funds will be included in the upcoming Fiscal Year 2020 operating budget.

**BACKGROUND**

The PTC System grants awarded by the FRA are part of the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. This grant program provides a total of \$250 million in funding to help railroads across the country to implement the PTC federal mandate.

Prepared By: Peter Skinner, Manager, Grants and Fund  
Programming

650.622.7818

RESOLUTION NO. 2019 –

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD  
STATE OF CALIFORNIA

\* \* \*

**FEDERAL RAILROAD ADMINISTRATION FUNDING FOR POSITIVE TRAIN CONTROL**

**WHEREAS**, the Peninsula Corridor Joint Powers Board (JPB) is currently working to implement Positive Train Control (PTC) on the Caltrain system to improve safety and comply with applicable federal mandates; and

**WHEREAS**, in October 2018, the Board of Directors (Board) increased the total budget for the PTC project to \$291.7 million, \$6 million of which was unfunded; and

**WHEREAS**, the Federal Railroad Administration (FRA) has awarded \$3.9 million to the JPB, specifically appropriated under the Consolidated Appropriations Act of 2018 for the implementation of PTC systems, via the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program; and

**WHEREAS**, in order to accept the \$3.9 million in funds from the FRA for the PTC project, as well as other potential FRA grants in the future, the JPB must execute funding agreements agreeing to use said grant funds to help fund the PTC project and to comply with all conditions of the grant award; and

**WHEREAS**, Staff Coordinating Council recommends the Board authorize the Executive Director, or his designee to execute the funding agreement for the recently-awarded \$3.9 million grant as well as future funding agreements with the FRA for PTC funding, provided the total of additional FRA funding does not exceed the current budget for the PTC project or a Board-approved revised future PTC project budget.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Peninsula Corridor Joint Powers Board:

1. Authorizes the Executive Director, or his designee, to enter into funding agreements with Federal Railroad Administration to accept funding for the Positive Train Control project, provided such agreements do not exceed the unfunded portion of the current or a future Board-adopted budget for the PTC project; and

2. Authorizes the Executive Director, or his designee, to take any other actions necessary, including executing and filing agreements and amendments, certifications and assurances, authorized agent forms, and any other documents or furnishing any additional information, as may be required to give effect to this resolution.

Regularly passed and adopted this 7<sup>th</sup> day of March, 2019 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, Peninsula Corridor Joint Powers Board

ATTEST:

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JPB Secretary



PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett  
Executive Director

FROM: Derek Hansel  
Chief Financial Officer

Michelle Bouchard  
Chief Operating Officer, Rail

SUBJECT: **AUTHORIZATION TO AMEND EXISTING AGREEMENT WITH THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY AND THE CITY OF BURLINGAME TO RECEIVE ADDITIONAL \$200,000 IN FUNDING FOR THE BROADWAY GRADE SEPARATION PROJECT AMENDING TO INCREASE THE FISCAL YEAR 2019 CAPITAL BUDGET FROM \$301,686,255 TO \$301,886,255**

**ACTION**

The Staff Coordinating Council recommends the Board:

1. Authorize the Executive Director, or his designee, to amend the existing Memorandum of Understanding (MOU) agreement for funding the Broadway Grade Separation Project (Project) and to increase the San Mateo County Transportation Authority (SMCTA) total project funding contribution by an additional \$200,000; and
2. Amend to increase the Fiscal Year (FY) 2019 Capital Budget by \$200,000 from \$301,686,255 TO \$301,886,255.

**SIGNIFICANCE**

The requested actions to amend the MOU with the SMCTA and to increase the capital budget is necessary to incorporate design changes within the Project to address a conflict in the location of a planned electrification traction power facility within the footprint of the grade separation project.

The Project is currently in the preliminary engineering/environmental assessment (PE/ENV) phase and Peninsula Corridor Electrification Project (PCEP) is in the construction phase. During Project Study Report (PSR) phase on the Project, it was revealed that the City of Burlingame's (City) preferred grade separation alternative would require relocation of a planned traction power paralleling station for PCEP that was designed to be located to the west of the alignment (closer to the residential areas).

In order to mitigate future significant cost impacts to the Project, the Peninsula Corridor Joint Powers Board (JPB) is currently working on the design of the traction power paralleling station in a new location to the east of the alignment which is primarily an industrial area.

There is an urgency to encumber the design funding for this work as construction of the paralleling station must begin by summer 2019 to avoid adversely impacting the PCEP schedule. The JPB's team provided revised cost estimates for the design modification work for the proposed paralleling station relocation and an additional \$200,000 is needed for the Project budget for this work.

Since the relocation of the paralleling station is necessitated by the Project, the City and the SMCTA are working together to provide the supplemental funding needed for PCEP. Proceeding with the PCEP design modification will avoid replacing and relocating the paralleling station at the time of Project construction at a significantly higher cost. Multiple alternatives were considered for relocating the paralleling station from its original planned location approximately 700 feet north of Broadway, on the west side of the alignment. The recommended alternative, which is the least costly, is to enter into a \$1 99-year lease for a portion of the City's corporation yard, in an area currently used for parking, approximately 1,500 feet north of Broadway on the east side of the alignment.

### **BUDGET IMPACT**

In June 2017, as part of the JPB FY2018 Capital Budget, \$4.35 million was included for the Project. A revised budget to reflect the increase of \$200,000 from the SMCTA (approved in January 2019), and the increase in the project budget authority from \$4.35 million to \$4.55 million, is provided as Attachment A. This amendment increases the total FY2019 Capital Budget from \$301,686,255 TO \$301,886,255.

### **BACKGROUND**

Grade separations have been shown to improve safety for drivers and pedestrians/ cyclists, relieve traffic congestion, and enhance operational flexibility of railroads. To that end, cities in San Mateo County have a long history of leveraging local funds, including the SMCTA's Measure A Grade Separation Program funds, as well as State and Federal, funds for construction of grade separations in their communities.

Prepared by: Gary Fleming, Director, Capital Program Delivery

650.508.7783

**RESOLUTION NO. 2019 –**  
**BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD**  
**STATE OF CALIFORNIA**

\* \* \*

**AUTHORIZING EXECUTION OF AMENDMENTS TO AGREEMENT  
WITH THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY AND THE CITY OF  
BURLINGAME TO RECEIVE ADDITIONAL \$200,000 IN FUNDING FOR THE BROADWAY GRADE  
SEPARATION PROJECT AND AMENDING TO INCREASE THE FISCAL YEAR 2019 CAPITAL  
BUDGET FROM \$301,686,255 TO \$301,886,255**

**WHEREAS**, the Peninsula Corridor Joint Powers Board (JPB) is a public agency under the laws of the State of California and operates commuter rail passenger service (Caltrain) between San Francisco Station and Gilroy Station; and

**WHEREAS**, the City of Burlingame (City) desires to grade-separate the Broadway at-grade crossing to improve safety and reduce traffic congestion, and replace the Broadway Caltrain Station (together, "Project"); and

**WHEREAS**, the San Mateo County Transportation Authority (SMCTA) has programmed and allocated \$3.85 million for the preliminary engineering and environmental clearance of the Project; and

**WHEREAS**, the City has budgeted \$500,000 as its local match to the Measure A funds; and

**WHEREAS**, the Project Study Report (PSR) for the Project revealed that the City's preferred grade separation alternative would necessitate relocation of a planned traction power paralleling station required for the Peninsula Corridor Electrification Project (PCEP); and

**WHEREAS**, the JPB is currently working on design modifications to the paralleling station in a new location to enable its construction as part of PCEP and to avoid subsequent relocation of said facility; and

**WHEREAS**, because relocation of the paralleling station is necessitated by the Project, the City and SMCTA are working together to fund related PCEP costs; and

**WHEREAS**, the SMCTA has approved an allocation of an additional \$200,000 for this relocation on January 3, 2019; and

**WHEREAS**, Staff Coordinating Council recommends the Board increase the Fiscal Year 2019 Capital Budget by an additional \$200,000 to fund the design work for the new location of the paralleling station.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Peninsula Corridor Joint Powers Board authorizes the Executive Director, or his designee, to amend the agreement with the San Mateo County Transportation Authority and the City of Burlingame to receive an additional \$200,000 in funding for the Broadway Grade Separation Project, and to take any other actions necessary to obtain the subject funding from the San Mateo County Transportation Authority.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the Board of Directors of the Peninsula Joint Powers Board amends to increase the Fiscal Year 2019 Capital Budget by \$200,000 for from \$301,686,255 TO \$301,886,255.

Regularly passed and adopted this 7<sup>th</sup> day of March, 2019 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, Peninsula Corridor Joint Powers Board

ATTEST:

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JPB Secretary

Item #	PROJECT TITLE / Description	Previously Programmed	Proposed BUDGET	Federal Funds	State Funds	STA SOGR Funds	Members			Member Funds	Others		Other Funds	Total Funds
							SF	SM	VTA		Federal	Non-Federal		
<b>i. SOGR</b>														
<b>Right of Way</b>														
1	Guadalupe River Bridge Replacement	x	3,000,000	2,400,000			600,000			600,000				3,000,000
2	Marin St. & Napolean Avenue Bridges Rehabilitation	x	540,000	432,000			108,000			108,000				540,000
3	System Wide Track Rehab- SOGR 2019		5,500,000	4,400,000			1,100,000			1,100,000				5,500,000
4	Tunnel 1 & 4 Track and drainage Rehabilitation	x	6,500,000	5,200,000			1,300,000			1,300,000				6,500,000
49	Rensgstorff Avenue Grade Separation- Preliminary <sup>4</sup>		3,500,000							0		3,500,000	3,500,000	3,500,000
50	Broadway Grade Separation- Preliminary <sup>6</sup>		200,000							-		200,000	200,000	200,000
			<b>19,240,000</b>	<b>12,432,000</b>	<b>0</b>	<b>0</b>	<b>3,108,000</b>	<b>0</b>	<b>0</b>	<b>3,108,000</b>	<b>0</b>	<b>3,700,000</b>	<b>3,700,000</b>	<b>19,240,000</b>
<b>Signal &amp; Communications</b>														
5	Signal System SOGR FY19		300,000	240,000			60,000			60,000.00				
6	Railroad COM SOGR FY19		532,000	425,600			106,400			106,400				532,000
			<b>832,000</b>	<b>665,600</b>	<b>0</b>	<b>0</b>	<b>166,400</b>	<b>0</b>	<b>0</b>	<b>166,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>532,000</b>
<b>Rolling Stock</b>														
7	Bombardier Car Mid-Life Overhaul		3,319,948				3,268,650			3,268,650		51,298	51,298	3,319,948
8	Bombardier Car SOGR		267,803		243,206							24,597	24,597	267,803
9	F40 In-Frame Overhaul FY19		1,267,150		728,685		538,465			538,465				1,267,150
10	F40 Locomotive SOGR FY19		366,459					344,397		344,397		22,062	22,062	366,459
11	Gallery Car Mid-Life Overhaul		2,694,057		1,193,602	1,245,276	0	255,179		255,179				2,694,057
12	Gallery Car SOGR	x	792,510					442,579		442,579		349,931	349,931	792,510
13	MP36 Mid-Life Overhaul	x	7,514,100		14,100				7,500,000	7,500,000				7,514,100
14	MP36 SOGR		217,228		65,115			152,113		152,113				217,228
15	Other MOE(Includes CEMOF, minor parts and activities)		500,000									500,000	500,000	500,000
16	Switcher Locomotives SOGR		95,400		95,400									95,400
			<b>17,034,655</b>	<b>0</b>	<b>2,340,108</b>	<b>1,245,276</b>	<b>3,807,115</b>	<b>1,194,268</b>	<b>7,500,000</b>	<b>12,501,383</b>	<b>-</b>	<b>947,888</b>	<b>947,888</b>	<b>17,034,655</b>
<b>Station &amp; Intermodal Access</b>														
17	CCF Quarters		100,000					100,000		100,000				100,000
18	South San Francisco Station Improvement	x	1,300,000									1,300,000	1,300,000	1,300,000
19	System Wide Station Improvements- SOGR	x	500,000		120,143			379,857		379,857		0	0	500,000
20	Ticket Vending Machine Rehab Program		500,000	180,000	45,000		218,485	43,392		261,877		13,123	13,123	500,000
21	San Francisco Restroom Renovation		200,000				200,000			200,000				200,000
46	Wayside Bike Parking Improvements <sup>2</sup>		4,000,000		3,500,000							500,000	500,000	4,000,000
			<b>6,600,000</b>	<b>180,000</b>	<b>3,665,143</b>	<b>-</b>	<b>418,485</b>	<b>523,249</b>	<b>-</b>	<b>941,734</b>	<b>-</b>	<b>1,813,123</b>	<b>1,813,123</b>	<b>6,600,000</b>
	<b>Total SOGR</b>		<b>43,706,655</b>	<b>13,277,600</b>	<b>6,005,251</b>	<b>1,245,276</b>	<b>7,500,000</b>	<b>1,717,517</b>	<b>7,500,000</b>	<b>16,717,517</b>	<b>-</b>	<b>6,461,011</b>	<b>6,461,011</b>	<b>43,406,655</b>
<b>ii. LEGAL MANDATES AND REQUIRED ENHANCEMENTS</b>														
22	Transit Asset Management		600,000		316,339			283,661		283,661				600,000
23	Updated SRTP		300,000					239,488		239,488	48,410	12,102	60,512	300,000
24	Personal Credit Information Infrastructure		426,831					426,831		426,831				426,831
			<b>1,326,831</b>	<b>0</b>	<b>316,339</b>	<b>0</b>	<b>0</b>	<b>949,980</b>	<b>0</b>	<b>949,980</b>	<b>48,410</b>	<b>12,102</b>	<b>60,512</b>	<b>1,326,831</b>

Item #	PROJECT TITLE / Description	Previously Programmed	Proposed BUDGET	Federal Funds	State Funds	STA SOGR Funds	Members			Member Funds	Others		Other Funds	Total Funds
							SF	SM	VTA		Federal	Non-Federal		
<b>iii. OPERATIONAL IMPROVEMENTS/ENHANCEMENTS</b>														
25	Clipper CID installation and Relocation plan construction		200,000			0		134,621		134,621		65,379	65,379	200,000
26	FY19 Grade crossing Improvements		400,000			0		352,113		352,113		47,887	47,887	400,000
27	Right of way Fencing		469,000							0		469,000	469,000	469,000
28	Security Network Voip		38,462					38,462		38,462				38,462
29	Security Network Voip-media converter replacement		7,692					7,692		7,692				7,692
30	Security Network Voip- ROW & dist access layer switch		34,615					34,615		34,615				34,615
31	Backup Central Control Facility Office Remodel		900,000					900,000		900,000				900,000
			<b>2,049,769</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>1,467,503</b>	<b>0</b>	<b>1,467,503</b>	<b>-</b>	<b>582,266</b>	<b>582,266</b>	<b>2,049,769</b>
<b>iv. PLANNING/STUDIES</b>														
32	Capital Contingency Funds - Engineering		330,000					330,000		330,000			-	330,000
33	Capital Contingency Funds - Rail		660,000					660,000		660,000			-	660,000
34	Capital Program Management		500,000					500,000		500,000			-	500,000
35	Capital Project Development		500,000					500,000		500,000			-	500,000
36	Grade Crossing Policy Development & Program Management		350,000					350,000		350,000			-	350,000
37	Historic Station Evaluation Study	x	100,000					100,000		100,000			-	100,000
38	Rail Corridor Use Policy	x	100,000					100,000		100,000			-	100,000
39	Regional Rail/ Mega Regional Rail Planning		75,000					75,000		75,000			-	75,000
40	SF Station Building Corrosion Study & Rehab		350,000					350,000		350,000			-	350,000
41	Station Management Toolbox	x	100,000					100,000		100,000			-	100,000
42	Updated Strategic Plan		300,000					300,000		300,000			-	300,000
43	San Jose Diridon Station Planning Project <sup>2</sup>		500,000							-			-	500,000
45	Caltrain Business Plan <sup>2</sup>		2,500,000							-			-	2,500,000
			<b>6,365,000</b>	<b>-</b>	<b>3,000,000</b>	<b>-</b>	<b>-</b>	<b>3,365,000</b>	<b>-</b>	<b>3,365,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,365,000</b>
<b>v. CALTRAIN MODERNIZATION</b>														
45	CBOSS / Positive Train Control		51,800,000	42,400,000	1,000,000			2,000,000		2,000,000		6,400,000	6,400,000	51,800,000
47	Broadband Communications <sup>2</sup>		14,000,000		14,000,000					0				14,000,000
48	EMU Procurement <sup>2,3</sup>		182,638,000		144,022,000					0		38,616,000	38,616,000	182,638,000
			<b>248,438,000</b>	<b>42,400,000</b>	<b>159,022,000</b>	<b>0</b>	<b>0</b>	<b>2,000,000</b>	<b>0</b>	<b>2,000,000</b>	<b>0</b>	<b>45,016,000</b>	<b>45,016,000</b>	<b>248,438,000</b>
<b>GRAND TOTAL</b>			<b>301,886,255</b>	<b>55,677,600</b>	<b>168,343,590</b>	<b>1,245,276</b>	<b>7,500,000</b>	<b>9,500,000</b>	<b>7,500,000</b>	<b>24,500,000</b>	<b>48,410</b>	<b>52,071,379</b>	<b>52,119,789</b>	<b>301,886,255</b>

<sup>1</sup> reserves designated for capital use  
<sup>2</sup> TIRCP  
<sup>3</sup> from other grant funds to be secured between now and FY2021  
<sup>4</sup> City of Mountain View Capital Improvement Program  
<sup>5</sup> SMCTA  
<sup>6</sup> City of Burlingame

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett  
Executive Director

FROM: Michelle Bouchard  
Chief Operating Officer, Rail

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT –  
2<sup>nd</sup> QUARTER FISCAL YEAR 2019**

**ACTION**

Staff Coordinating Council recommends the Board receive the Capital Projects Quarterly Status Report link to report: <http://www.caltrain.com/Assets/Finance/Quarterly+Capital+Program+Status+Report/JPB/Quarterly+Report+FY19+Q2.pdf>

**SIGNIFICANCE**

The Capital Projects Quarterly Status Report is submitted to keep the Board advised as to the scope, budget and progress of current ongoing capital projects.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget and progress of capital projects. It is being presented to the Board for informational purposes and is intended to better inform the Board of the capital project status.

**CITIZENS ADVISORY COMMITTEE (CAC)  
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)  
SAN MATEO COUNTY TRANSIT DISTRICT ADMINISTRATIVE BUILDING  
Bacciocco Auditorium, 2<sup>nd</sup> Floor  
1250 San Carlos Avenue, San Carlos CA 94070**

**MINUTES OF FEBRUARY 20, 2019**

**MEMBERS PRESENT:** K. Burke, L. Fernandez , L. Klein, C. Tucker, R. Valenciana (Vice Chair), B. Shaw (Chair)

**MEMBERS ABSENT:** P. Escobar

**STAFF PRESENT:** S. Petty, M. Reggiardo, R. Sebez, C. Harvey, L. Low, J. Navarrete, J. Navarro

Chair Brian Shaw called the meeting to order at 5:42 p.m. and led the Pledge of Allegiance.

**APPOINTMENT OF NOMINATING COMMITTEE  
ELECTION OF OFFICERS**

Chair Shaw was re-elected chair  
R. Valenciana was re-elected vice chair  
Motion/Second: Klein/Burke  
Ayes: Fernandez, Tucker, Valenciana, Shaw  
Absent: Escobar

**APPROVAL OF MINUTES OF JANUARY 16, 2019**

Motion/Second: Klein / Fernandez  
Ayes: Burke, Tucker, Valenciana, Shaw  
Absent: Escobar

**PUBLIC COMMENTS**

Scott Yarborough, San Francisco, commented on the recent withdrawal of Lime Bike Service to the Peninsula, a bike share access company. He encouraged the committee to caution the JPB Board on over relying on private and unproven over the long term modes of accessing the station. Bike share is an option, but it depends where riders live and whether the concentration of bikes is available to be used as a reliable form of transportation. It is important to have reliable transportation for the first and last mile to get to and from the train, if you are unable to bring your bike onboard.

Shirley Johnson, San Francisco, presented a compilation of letters that has been sent to the JPB from seven different organizations. All seven organizations are asking for seats within view of bikes and a proportional increase in bike capacity on longer EMU trains. Regarding capacity, Shirley stated that staff does not ask the bike passengers what



they would do if they were unable to bring their bike on board, however she has asked the question and the majority of people said they drive alone, if they are unable to get their bike onboard. With a 7 car consist, there would be 84 bikes per train and today we have 77 bikes per train and is not a big increase, however she is optimistic because staff is working on bike parking and wayside solution improvements. With better bike parking, some passengers will not need to bring their bikes onboard. She stated that it is important to have bike space as it makes Caltrain a viable commute option for thousands of people.

Andy Chow stated that High Speed Rail has been working with Caltrain for over a decade after the approval of prop 1a. The biggest factor in changes and the biggest threat is politics between the White House and California. Andy stated that because there are a lot of jobs and construction, it is not easy to pull the plug especially since Caltrain is proceeding with electrification. Andy said that the biggest problem with prop 1a is that those that are against High Speed Rail use it to file lawsuits and slows down the project and keeps adding to the cost. He hopes that Caltrain can complete the electrification of the system.

Jeff Carter, Millbrae, stated that Caltrain is in the process of conducting the annual count; however weekends are not included due to the tunnel closure. He said that the committee should be concerned that weekends are not being counted as it is important to have the data regardless of the tunnel closure. Jeff directed the committee to his comments in the correspondence file regarding the Key Caltrain Performance Statistics in the JPB Board Agenda. He stated that there is no data to support the 33 percent decrease in ridership at Bayshore and should include the source/actual numbers to better understand. Lastly, in regards to weekends he stated that staff is looking at verifying the ridership estimates through the passenger counts, however if staff is not including weekends how can staff verify the weekend ridership estimates through ticket sales. Jeff stated that it is great that staff is updating the methodology, however needs to be refined and that he has more details in his correspondence.

Roland Lebrun, San Jose, stated that the governor has made it clear that, moving forward, there will no more spending between San Jose and Gilroy and the remaining funding will be used to extend the project in the Central Valley. Roland said that Caltrain will need to continue the project and look at the line between San Francisco and Gilroy and decide what infrastructure improvements need to be made. It is important to align at the LPMG level and the individual city council now and to start thinking about the full EIR between San Francisco and Gilroy to eventually propose additional sales tax to the voters in 2020. He stated that if everything is sorted out, the measure stands a chance to pass.

Adrian Brandt stated that the Atherton station had its weekday service suspended in 2005 due to low ridership and that the Atherton City Council is considering their Rail Committee's recommendation to restore weekday service in light of the electrification. He also stated that Atherton is currently a plaintiff suing to stop High Speed Rail and some electrification funding. Adrian stated that if service is restored, it will slow down service. Adrian said that an alternate solution is to consider a new station at 5<sup>th</sup> Ave as

it is a highly transit dependent community and is close to both Stanford and Redwood City campus. In addition, 5<sup>th</sup> Ave is where Caltrain currently has a 4 track section so passing at that station would be relatively easy to facilitate.

Drew stated that there may be another piece that is happening in Atherton behind the scenes based on other meetings he attends. He stated that Senator Warner's bill in Sacramento regarding development near train stations. He said that there is concern regarding houses purchased near the train station then redeveloped into apartments and condominiums. He said that if the bill passes in Sacramento, it may affect how frequent a train stops at the particular station and drives other nuances that may be happening.

### **CHAIRPERSON'S REPORT**

Chair Brian Shaw reported that member Cat Chang has resigned as she is moving to Southern California and that the committee will need to replace her spot. Chair Shaw also reminded the committee that meetings will be held whether there is a quorum (minimum of five members) or not, however asked the committee to continue to make the effort to attend so that they can vote and approve items. Chair Shaw also suggested the committee to encourage anyone that is interested to serve on the CAC to apply online. Chair Brian Shaw requested staff to provide an update on the impact of the Governor's decision on high speed rail and the recent actions by the White House on the funding and how that impacts Caltrain.

### **COMMITTEE COMMENTS**

Member Lauren Fernandez requested a link to the online application for anyone that is interested in being appointed to serve on the CAC. Staff will provide all CAC member with the link for CAC member application.

Vice Chair Ricardo Valenciana asked staff to provide data on how different partner campuses are bike friendly.

Kevin Burke stated that the Caltrain Business Plan Group conducted a reddit "ask me anything" forum that went well. He noticed that the top question was regarding BART and Caltrain integration at Millbrae station and appreciates staff's efforts in continued dedication to synchronize train setups. Kevin advised that South San Francisco as has applied for a \$6M grant for bike and pedestrian funding for the East side of the South San Francisco station. He encourages anyone with thoughts and opinions regarding that to send them to the South San Francisco Bike and Pedestrian Advisory Committee. In regard to Atherton rail service, he hopes that Atherton is able to improve housing in the area in turn for rail more service.

Member Cat Tucker requested staff to provide the information and/or the policy on stopping and restarting service to stations. Robert Sebez, Rail Operations Manager, Compliance, advised the committee that staff will look into this matter and provide further information at a later date.

## **PUBLIC COMMENT**

Roland Lebrun, San Jose, said that a mega hub is needed at Redwood junction to have the transfers between Dumbarton Corridor, Caltrain and potentially High Speed Rail and passing tracks. He also mentioned that Atherton has the funds to purchase the Atherton station and to take care of the housing problem.

## **CALTRAIN BUSINESS PLAN UPDATE**

Sebastian Petty, Senior Policy Advisor with Caltrain and Project Manager for the Caltrain Business Plan, presented the Caltrain Business Plan Quarterly Update. This presentation was also presented at the January Board meeting. Monthly updates are presented at the local policy maker group. This presentation is a long-range service vision for Caltrain and he briefly commented on the statements made by the Governor. Staff understands that the state of California is still committed to the full build out of a High Speed Rail System that is compliant with prop 1a. Caltrain has funding agreements that carry those commitments forward and will continue to carry those out as part of the long range vision. Mr. Petty invited those that are interested in this topic to look for the High Speed rail legislative update scheduled for March that may reflect the details of the statements made by the Governor. Mr. Petty then continued to present the Caltrain Business Plan Quarterly Update.

The full PowerPoint presentation can be found on [www.caltrain.com](http://www.caltrain.com) and at [www.caltrain2040.org](http://www.caltrain2040.org).

## **COMMITTEE COMMENTS**

Member Kevin Burke asked if High Speed Rail is not implemented by 2040 and staff is still looking at running 12-16 train blended service, whether Caltrain would consider running more Caltrain trains, then. Mr. Petty responded by saying that there are some foundational assumptions made in the business plan and also respects the agreements the Agency has entered into. With that said the plan does not include to 4-track the corridor and assumes that High Speed Rail is there. In general, the plan is to build capacity around the corridor. He stated that this is a long range vision and will layout, in detail, the different phases of investment needed to get there and how much can service be improved. Kevin Burke then asked whether the changes made to grade-crossings improve the service by an x percent or do all grade-crossings need to be upgraded in order to realize the benefits to service. Mr. Petty advised that it is a complicated question and that there is not a clear linear relationship and that there are certain legal requirements that determine whether a grade-crossing need to be closed or separated and triggered by speeds over 125 mph and/or when you have more than 2 tracks. Kevin asked at what grade Caltrain can get to, if it did not have freight running on the corridor and whether increasing grade would be cost effective. Mr. Petty said that Caltrain standards are at a 1% grade and allows for 1.5% grade in some cases and that he does not have the answer as it involves a detailed and comprehensive study and a substantial analysis to understand the cost and engineering. Lastly, Kevin asked whether the plan will include speed limits approaching San Francisco to determine how many trains can be run per hour. Mr. Petty advised

that the plan will look at a new signaling system that would allow a closer separation between trains and will look at potential future infrastructure that would need to be built. Member Kevin Burke expressed his preference as more frequent service to help make the case for the higher sales tax.

Member Lauren Fernandez referred to the slide that talks about land use and transportation context in 2040, and noticed the biggest increase around 22<sup>nd</sup> St., however when looking at the service approaches there is no increased service there and asked how Caltrain will handle the growth in that area. Mr. Petty explained that the projection includes SOMA and Mission Bay growth and that 22<sup>nd</sup> St. station shows the highest levels of service in the moderate and high growth area with the Express and Local trains and said that High Speed Rail does not plan to stop there. Mr. Petty also stated that Caltrain is unable to perfectly allocated service to growth. Member Lauren suggested working with the City to work around Caltrain's constraints.

Member Larry Klein referred to page 21 in the PowerPoint presentation and suggested showing a breakdown of office vs. residential and also asked how old is the information collected. Mr. Petty said that he would go back to his team to determine what granularity of data is available. He then advised that the information was collected from the 2015 census, the Plan Bay Area data recently adopted by MTC in 2015, and incorporates major city policy decisions along the corridor, for example the approval of the central SOMA plan that goes above the Plan Bay Area and has been incorporated. Member Larry Klein explained that when looking at the differences between northbound and southbound having the additional residential and office space information, helps determine what stops are not being covered either northbound or southbound. Mr. Petty advised that although today, Sunnyvale has different stopping patterns between northbound and southbound, the business plan has symmetrical stopping patterns in both directions. Lastly, member Klein noticed that the [www.caltrain2040.org](http://www.caltrain2040.org) does not easily identify the outreach meeting schedule.

Member Cat Tucker said that there are 3,000 additional condominium developments being built in Santa Clara and asked how will the plan relook and adjust the numbers during different phases of the plan to incorporate new residential and office space. Mr. Petty said that there is a demand side of the analysis and a supply side challenge and stated that within the parameters of the corridor today, the 16 train per hour pattern plan is probably the limit. After that, there would need to be a regional conversation about what can be done.

Chair Brian Shaw asked whether there is a planned timing for the organizational issues. Mr. Petty stated that the work is going on right now and that some of the components of that work are being shared with Caltrain's partners and that it will be made available to the public in the later spring timeframe.

## **PUBLIC COMMENTS**

Roland Lebrun, San Jose, said that in regards to the funding, it will go through the Senate Hearing Committee on March 26<sup>th</sup> and then will go through appropriations in April. In regards to the Business Plan, he stated that it is heading in the right direction. In

regards to the grade-crossings, he stated that it was voted on in 1998 with prop 2000 measure A and that the VTA has spent \$28k in the last 20 years. In regards to signaling systems and closer headways, his expectation was that it was to be provided with PTC/CBOSS asked staff why that is not happening. There is a lot of development happening near Blossom Hill and noticed that those that live closer to the light rail would rather take the light rail to Tamien rather than walk to Blossom Hill Caltrain station. Roland stated that 10 car trains will never work and instead suggested to couple the 7 or 8 car trains as they do in Europe. Roland also stated that now is the time to implement passing tracks near Hillsdale. Realistically, Caltrain will need 8 commuter and 2 High Speed Rail trains and this scenario will be impossible without doing something between San Jose and Gilroy. The governor has made it clear that it will have one train operator and will start in the Central Valley and connect to the Peninsula. Roland also stated that there will not be Oakdale or 22<sup>nd</sup> St. and to look at Cesar Chavez. Lastly, Roland said that if freight is banned on the Peninsula, the only other alternative is 101.

Jeff Carter, Millbrae, shared his appreciation for Mr. Petty and what his staff has done with the Business Plan. He stated that when Caltrain can provide BART level of service, people will realize how great Caltrain can be with this plan.

Adrian Brandt stated that it is important to keep things in perspective and consider the value because although it will be expensive to add passing tracks and it will impact communities, San Mateo County's Hot Lane project, to add a Hot Lane for 20 miles, will cost \$0.5B. The build out is an enormous value and just as High Speed Rail was sold, what would it cost if it does not get build out. What would it cost to offer the same amount of capacity on 101, 6 lanes? Adrian stated that it is critical point to keep in mind. Regarding the grade, he stated that the 1 percent grade is an obstacle and that 2 percent grade opens up a new constellation of alternatives. EMU's in Europe run 3 to 4 percent grades with no problem. He also stated the level boarding is important and should be at the 22 or 25 inch level so that the low doors can be used and if and when High Speed Rail comes, high doors can be used. Regarding the diagrams in the Business Plan, they show the stations proportionally spaced however, Atherton shows closer to Redwood City when it is actually closer to Menlo Park. Lastly, he said that Mountain View Caltrain station is important as it serves light rail line, all of North Bayshore (Google) and working on a fixed guide system.

#### **UPDATE ON THE DIRIDON INTEGRATED STATION CONCEPT PLAN**

Melissa Reggiardo, Principal Planner with Caltrain Planning, presented the update on the Diridon integrated station concept plan.

The full PowerPoint presentation can be found on [caltrain.com](http://caltrain.com)

#### **COMMITTEE COMMENTS**

Member Kevin Burke asked, with an elevation alignment, whether Caltrain can sell the rights of the land underneath the elevated station platform. Ms. Reggiardo responded that a major benefit of an elevated station configuration is what can potentially be

done with the space below the tracks. Since an elevated station is more expensive, it is important to maximize the use of the space. All options are being considered such as parking, bus facility, layover facility, small program retail, office space and/or relocation of PG&E utilities. If the station is elevated, the space below would definitely be utilized. Kevin Burke also mentioned that BART was sued by the San Jose sharks and whether Caltrain is in the same danger. Ms. Reggiardo responded that the 2040 project will be very thoughtful with its parking analysis and their stakeholders. Lastly, Kevin Burke expressed the need for better signage at the Diridon station letting passengers know that they could get to Oakland and/or Sacramento from there.

Chair Brian Shaw stated that there is a lot of bus activity at the Diridon station and assumes that the bus layout and integration will be looked at. Ms. Reggiardo confirmed that they are actively discussing that topic. He also mentioned that Europe and Asia may have station examples like Diridon and suggested to take a look at station examples to learn from.

### **PUBLIC COMMENTS**

Roland Lebrun, San Jose, stated that the presentation is obsolete and the only viable scenario was not analyzed. There is a 75 slide presentation from the January 31<sup>st</sup> Joint Powers Advisory Board for Diridon meeting. Operation has a problem with the platforms being different lengths. Both San Fernando and Santa Clara options will not work. The underground space will be used to connect to the airport. The 2012 Olympics in Europe solved the bus problem that will work at the Diridon station.

Adrian Brandt stated that VTA chose to create a problem by putting BART in a poor transit connected place and externalized the cost and hopes that the transit agencies can work more cooperatively in the future.

### **STAFF REPORT UPDATE**

Robert Sebez, Rail Operations Manager Compliance, reported:

#### **On-time Performance (OTP) –**

- **January:** The January 2019 OTP was 94.4% compared to 96.2% for January 2018.
  - **Vehicle on Tracks** – There were three days, January 16, 17, and 18, with a vehicle on the tracks that caused train delays.
  - **Mechanical Delays** – In January 2019 there were 411 minutes of delay due to mechanical issues compared to 439 minutes in January 2018.
  - **Trespasser Strikes** – There were two trespasser strikes on January 11 and 30, both resulting in a fatality.
- **December:** The December 2018 OTP was 92.2% compared to 93.9% for December 2017.

- **Trespasser Strikes** – There were three trespasser strikes on December 5, 19 and 25, all resulting in fatalities.
- **SF Weekend Caltrain Closure Update** – The SF Weekend Closure effective Saturday, October 6 continues through late spring 2019 with the exception of Saturday, January 5 and Sunday January 6, 2019 (the weekend prior to the 2019 College Football Playoff National Championship on Monday, January 7, 2019 at Levi's Stadium). In comparing the weekend train counts at Bayshore Station with the 2018 Annual Count baseline, total year-to-date weekend ridership at Bayshore station decreased by 31.7 percent as of January 21.
- **Caltrain 2019 Annual Count Survey** – The 2019 Caltrain Annual Count Survey started Tuesday, January 22, 2019 (the day after the Martin Luther King Holiday) and is anticipated to be completed in February. No weekend train counts will be conducted due to ridership impacts from the SF Weekend Caltrain Closure. A presentation to the Board summarizing the findings is targeted for Summer 2019.
- **Special Event Train Service** –
  - **Services Performed:**
    - **San Jose Sharks** – There were seven home games in December, five home games in January and three home games in February. Total post-game additional riders, boarding at San Jose Diridon station in December was 917 and in January was 1,194.

Total year-to-date post-game additional riders, boarding at San Jose Diridon station, was 4,638, which represents a 17 percent decrease compared to the same number of games in the 2017/2018 season.
    - **New Year's Eve Fireworks** – Caltrain operated two pre-event northbound and five post-event southbound special trains on New Year's Eve for SF fireworks show. Post-fireworks service carried 5,913 riders, which represents a 14 percent increase compared to 2017 ridership. Total additional riders alighting and boarding at San Francisco station was 11,001, an increase of 9 percent compared to 2017 ridership.
    - **SF 49er 2018 Season** – The 49ers hosted three home games in December: vs. the Indianapolis Colts on Sunday, December 9 at 1:05 p.m., the Seattle Seahawks on Sunday, December 16 at 1:05 p.m. and the Chicago Bears on Sunday, December 23 at 1:05 p.m. Caltrain operated one extra pre-game train with limited stops and one extra post-game local train from Mountain View to San Francisco. Total ridership alighting and boarding at Mountain View station was 4,768.

2018 pre and regular season total ridership alighting and boarding at Mountain View station was 16,061, a 13 percent decrease compared to the 2017 season.

- **2019 College Football Playoff National Championship** – Caltrain operated special event service Friday, January 4 through Monday, January 7, 2019 to accommodate the College Football National Championship festivities (with visiting teams Alabama Crimson Tide and Clemson Tigers) in Downtown San Jose and at Levi’s Stadium. The special event weekend schedule included train service to all San Francisco stations (no weekend bus bridge service January 5 and 6 only). Information was posted to Caltrain’s dedicated webpage: [www.caltrain.com/cfbp](http://www.caltrain.com/cfbp)
- **Caltrain NorMLK Celebration Train** – The Caltrain NorCalMLK Celebration Train operated on Monday, January 21, 2019. The 10-car train departed San Jose Diridon at 9:45 a.m. and made limited stops at Palo Alto and San Mateo prior to its arrival at San Francisco. Total ridership alighting at San Francisco was 913, which represents a 1 percent decrease compared to 2018 service.
- **NHL All-Star Weekend** – The NHL awarded the 2019 NHL All-Star Game to the hometown San Jose Sharks. No special event service was planned, but Caltrain monitored post-event ridership for the 2019 SAP NHL All-Star Skills Game on Friday, January 25 at 6 p.m. and the 2019 NHL All-Star Game on Saturday, January 26 at 5 p.m.
- **SF Giants Fan Fest** – On Saturday, February 9, 2019, Caltrain operated one extra pre-event northbound local train for the SF Giants Fan Fest that was held at Oracle Park from 10 a.m. to 3 p.m. There was no extra post-event southbound service as the SF Weekend Closure (Weekend Bus Bridge Service between Bayshore and SF stations) was in effect.
- **President’s Day** – On Monday, February 18, 2019, in observance of the President’s Day Holiday, Caltrain operated a Modified Schedule, Saturday Service with four extra trains in each direction including one round trip from Gilroy to San Francisco. The Tamien to SJ Diridon Weekend Shuttle operated additional shuttles. Schedules were made available onboard trains and on the Caltrain Website.
- **Services Scheduled:**
  - **San Jose Sharks** – The Sharks will host six games in March. Caltrain will track post-game ridership for all home games. No extra special trains are planned. For weeknight and Saturday night games, the last northbound train departs SJ Diridon station at 10:30 p.m. or 15 minutes after the game ends but departs no later than 10:45 p.m.



### **Customer Experience Taskforce –**

Jennifer Navarrete, Customer Experience Communications Lead

- 2019 Customer Experience Satisfaction Survey:
  - 2019 Customer Experience Satisfaction Survey is being finalized

### **COMMITTEE COMMENTS:**

Member Cat Tucker commented that the platform signage has been an issue for the last 10 years and would like to know what the obstacles are around that. Mr. Sebez responded that staff will look into that issue and although he was unable to provide a comprehensive response, he mentioned that there is a lot of construction projects that are interconnected, however will come back with a response.

### **PUBLIC COMMENTS**

Doug DeLong, Mountain View, regarding the weekday service suspension at Atherton and Broadway, said he recalls that those 2 stations became candidates of suspended weekday service because of the hold-out rule and low ridership. He stated that it was not a cooperative agreement with the cities involved. Lastly, Doug requested an update with the reimbursement claim to AT&T of the Bridge replacement project as it has been close to a year without an update.

Adrian Brandt stated that the rubber curbs that are part of the crossing safety project, in the gauge of the rail, are missing and need to be checked and replaced. He also mentioned that the schedules at the station boards no longer have the highlighted times of the station respective station to easily identify the schedule times of that particular station.

Shirley Johnson, San Francisco, referred to the [www.calmod.org](http://www.calmod.org) website and asked whether the fleet in 2022 will still be a mixed fleet with both diesel and electric trains. Chair Shaw advised that it will depend on High Speed Rail and whether the line will be electrified from Diridon to Gilroy and until the line is electrified, there will be diesel trains to Gilroy. Shirley requested that the information be updated on the [www.calmod.org](http://www.calmod.org) website to include the percentage of potential diesel fleet as it makes a huge difference with capacity as the diesel trains have over 900 seats on the 7 car EMUs have about 750 seats.

### **JPB CAC Work Plan**

March 20, 2019

- Joint CAC/BAC Workshop on Electric Train Configuration as Related to Bikes

April 17, 2019

- Legislative Update
- Wi-Fi Update

May 15, 2019

- Camera System

➤ Visual Messaging System

June 19, 2019

- 
- 

July 17, 2019

- 
- 

Items to be scheduled

- Schedule Audit – requested on 3/6/18 by Member Lauren Fernandez
- Presentation on a plan to clean-up right of way – requested by chair, Brian Shaw on 8/15/18.

**DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:**

March 20, 2019 at 5:40 p.m., San Mateo County Transit District Administrative Building,  
2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Adjourned at 7:54 pm



GILLIAN GILLET, CHAIR  
 DAVE PINE, VICE CHAIR  
 CHERYL BRINKMAN  
 JEANNIE BRUINS  
 CINDY CHAVEZ  
 RON COLLINS  
 DEVORA "DEV" DAVIS  
 CHARLES STONE  
 MONIQUE ZMUDA

JIM HARTNETT  
 EXECUTIVE DIRECTOR

## Memorandum

**Date:** February 26, 2019  
**To:** Board of Directors  
**From:** Jim Hartnett, Executive Director  
**Subject:** March 7, 2019 JPB Board Meeting Executive Director's Report

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- **On-time Performance –**
  - **Through February 25:** The preliminary February 2019 OTP was 95.0 percent compared to 93.7 percent for February 2018.
  - **January:** The January 2019 OTP was 94.4 percent compared to 96.2 percent for January 2018.
    - **Trespasser Strike –** There were two trespasser strikes on January 11 and 30, both resulting in a fatality.
- **April 2019 Timetable Update –** On Monday, April 1<sup>st</sup> 2019 Caltrain will update its timetable to restore weekend train service to and from San Francisco prior to the SF Giants 2019 Season home games at Oracle Park. In addition, there will be minor updates to the weekday and weekend schedule. The April 2019 timetable will be available in March on the Caltrain webpage: <http://www.caltrain.com/schedules.html>
- **SF Weekend Caltrain Closure Update –** Due to ongoing construction with the San Francisco Tunnel work, the SF Weekend Closure (trains terminate at Bayshore station with free bus service between Bayshore, 22<sup>nd</sup> St and San Francisco stations) effective Saturday, October 6 and will continue through Sunday, March 31<sup>st</sup>.

After the implementation of the April 1<sup>st</sup> 2019 timetable, the SF Weekend Closure will take place on 4 additional weekends:

- Saturday April 20<sup>th</sup> and Sunday April 21<sup>st</sup>
- Saturday May 4<sup>th</sup> and Sunday May 5<sup>th</sup>

- Saturday June 1<sup>st</sup> and Sunday June 2<sup>nd</sup>
- Saturday June 22<sup>nd</sup> and Sunday June 23<sup>rd</sup>

To avoid impacts to special events and anticipated large crowds, these weekends do not fall on SF Giants home game weekends or Bay to Breakers weekend.

In comparing the weekend train counts at Bayshore Station with the 2018 Annual Count baseline, total year-to-date weekend ridership at Bayshore station decreased by 34.7 percent as of February 18.

- **Caltrain 2019 Annual Count Survey** – The 2019 Caltrain Annual Count Survey was completed in February. No weekend train counts were conducted due to ridership impacts from the SF Weekend Caltrain Closure. A presentation to the Board summarizing the findings is targeted for Summer 2019.
- **CAC Meeting** – The Citizens Advisory Committee met on Wednesday, February 20, in San Carlos. Sebastian Petty, Senior Policy Advisor, provided an update on the Caltrain Business Plan. Melissa Reggiardo, Acting Manager – Caltrain Planning, provided a presentation on the Diridon Integrated Station Concept Plan. Joe Navarro, Deputy Chief – Rail Operations, provided the Staff Report. The next CAC meeting is scheduled for Wednesday, March 20, in San Carlos.
- **BAC Meeting** – The next Bicycle Advisory Committee meeting is scheduled for Thursday, March 21, in San Carlos.
- **Special Event Train Service**

**Services Provided:**

- **San Jose Sharks** – There were four home games in February. Total post-game additional riders, boarding at San Jose Diridon station was 882.

Total year-to-date post-game additional riders, boarding at San Jose Diridon station, was 6,714 which represents a 12 percent decrease compared to the same number of games in the 2017/2018 season.

- **NHL All-Star Weekend** – The NHL awarded the 2019 NHL All-Star Game to the hometown San Jose Sharks. No special event service was planned, but Caltrain monitored post-event ridership for the 2019 SAP NHL All-Star Skills Game on Friday, January 25 at 6 p.m. and the 2019 NHL All-Star Game on Saturday, January 26 at 5 p.m.

- **SF Giants Fan Fest** – On Saturday, February 9, 2019, Caltrain operated one extra pre-event northbound local train for the SF Giants Fan Fest that was held at Oracle Park from 10 a.m. to 3 p.m. There was no extra post-event southbound service as the SF Weekend Closure (Weekend Bus Bridge Service between Bayshore and SF stations) was in effect.

There were a total of 1,747 Giants Fanfest riders and regular riders alighting and boarding at Bayshore station. Ridership was likely impacted by the SF Weekend Closure, inclement weather (rain) and 2018 Giants season record.

- **President's Day** – On Monday, February 18, 2019, in observance of the President's Day Holiday, Caltrain operated a Modified Schedule with 36 trains running between San Francisco and San Jose, including two bullet trains and four limited service trains in both directions. The modified schedule also offered one round-trip train from Gilroy to San Francisco. In addition, the Tamien/San Jose Diridon shuttle operated a modified schedule with revised shuttle connections.

#### **Services Scheduled:**

- **San Jose Sharks** – The Sharks will host six games in March. Caltrain will track post-game ridership for all home games. No extra special trains are planned. For weeknight and Saturday night games, the last northbound train departs SJ Diridon station at 10:30 p.m. or 15 minutes after the game ends but departs no later than 10:45 p.m.
- **Giants Baseball** – Baseball service begins with exhibition games against the Oakland A's at Oracle Park on Monday, March 25 and Tuesday, March 26. The regular season home opener against the Tampa Bay Rays will be on Friday, April 5 at 1:35 p.m. Caltrain will provide baseball service for all home games, including the exhibition games and home opener. Caltrain highly encourages fans to take the scheduled extra trains (new for the 2019 season will be labeled as a "6XX" series train in the schedule) to the weekday afternoon and weekend games to assure a seat. New for the 2019 season weekday evening and weekend post-game service, Caltrain will operate two extra post-game trains that depart SF approximately 15 and 25 minutes after the last out, or when full. These trains will express to Millbrae station and then make all local stops to San Jose. In the event that a game goes into extra innings, the last train departs at 12:05 a.m. to provide overnight construction windows for the Electrification project.

- **Capital Projects –**

The Capital Projects information is current as of February 18, 2019 and is subject to change between February 18 and March 7, 2019 (Board Meeting). Additional information can be found in the quarterly report presented at this Board meeting.

- **San Francisco Highway Bridges:** Replace three obsolete overhead vehicular bridges located in San Francisco at 23rd Street, 22nd Street, and Paul Avenue. Construction started in March 2015 and was substantially completed in May 2017.

Resolution of a Buy America issue with Caltrans continues that will also resolve funding issues for the project. We are still trying to resolve ongoing issues (FHWA and AWSS) with Caltrans. Discussions regarding cost reimbursement from the City of San Francisco for their Auxiliary Water Supply System (AWSS) also continue. The AT&T relocation reimbursement request for performing utility relocation on their behalf is in the process of being transmitted.

- **San Mateo 25th Avenue Grade Separation Project:** Raise the elevation of the alignment from Hillside Boulevard to south of the Highway 92 Overcrossing in the city of San Mateo. The project creates a grade separation at 25th Avenue, relocates the Hillside Station to the north, and creates two new east-west street grade-separated connections at 28th and 31st Avenues in San Mateo. Construction of the elevated rail alignment and the new Hillside Station will be phased to limit impact to the operating railroad.

In February, the relocation of underground PG&E electrical lines, and, third-party and Caltrain's Fiber Optic cable continued. Work did not be complete by the February 1 deadline for the JPB Fiber Optic cable thereby resulting in delay to the contractor. Construction of the 28th Avenue, and 31st Avenue Bridges also continued. The substructure, abutments of bents of the 25th Avenue Bridge was completed in November. The precast bridge girders for the 25th Avenue Bridge will not be placed until the temporary street closure period, for street lowering, due to vertical vehicle clearances until the street is lowered. Construction of the last of 5 tiers of Mechanically Stabilized Earth (MSE) retaining walls, at the northern section of the project between Borel Creek and 25th Avenue, was in progress and expected to complete in March. MSE walls between 25th and 28th Avenues began in February.

The temporary closure of the Hillside Station, to allow completion of the project, is now forecast to occur in the Fall of 2019 until Spring of 2020.

During the temporary closure, enhanced bus and shuttle service to the Belmont Station will be provided to minimize the temporary inconvenience.

Due to delays associated with obtaining UPRR approvals and its impact to beginning 3rd party fiber optic relocations; the project schedule has been affected. Overall construction completion is forecast to be approximately 10-months late, with the completion date extended from early 2020 to October 2020. In addition, to the schedule impacts, the project has experienced significant impacts due to the inefficiency of working around a live fiber facility, as well as incurring additional construction costs associated with installing and working around temporary steel plate, and soldier pile walls, required to protect the 3rd party fiber optic during construction.

- **South San Francisco Station Improvements:** Replace the existing side platforms with a new centerboard platform, construction of a new connecting pedestrian underpass to the two new plazas in downtown South San Francisco to the west and the shuttle area to east. Upon completion, the hold-out rule at this station will be removed that currently impacts the overall system operational efficiency.

In February, third party utility relocations for water, gas and electric continued. Construction of utilities on Poletti Way also continued. Construction of foundations for the Overhead Contact System (OCS) poles for the Electrification project continued.

Critical third-party utility relocations that were originally scheduled to begin in November 2017 were delayed until August 2018 due to delays in obtaining Caltrans permits. Due to physical conflicts between third-party utility relocations and civil construction for critical path activities such as the pedestrian underpass, a partial suspension has been issued for construction to minimize delays and inefficiencies that would be caused by the stacking of the utilities and construction work. Critical path construction that was planned to resume in April 2019 is delayed until July 2019 due to delays in the relocation of existing PG&E gas and electric utilities. Non-critical path activities such as OCS foundations for the Electrification project and work on Poletti Way will continue during the suspension period. Project delays due to Caltrans issues and PG&E utility relocation are currently being assessed.

- **Ticket Vending Machine (TVM) Rehabilitation:** Upgrade the existing TVM Server and retrofit and refurbish two existing TVM machines to become prototypes for new TVM's so that the machines are capable of performing the functions planned for the current Clipper program. The

prototype machine are to be able to dispense new Clipper cards (excluding discount Clipper cards that require verification of eligibility) and have the ability of increasing the cash values of existing Clipper cards. There is also an option to retrofit 12 additional TVM's. There is an additional phase for the rehabilitation of the remaining 28 TVM's that will be requested for capital funding.

In December, the contract was approved by the Board to be awarded to VenTek; the manufacturer of the existing TVM's. The contract is still being executed and a Notice to Proceed is expected to be in late February and completion of the 2 prototype machines by the Summer 2019. The option for retrofitting 12 additional TVM's, if executed, would follow on.

- **Mary and Evelyn Avenue Traffic Signal Preemption Project:** Perform upgrades to train approach warning systems at the Mary Avenue and Evelyn Avenue crossings in Sunnyvale. The project will improve vehicle safety at the at-grade crossings by increasing the traffic signal advance warning times for approaching trains in order to clear vehicles at the crossings. This project will mimic the previously completed traffic signal preemption project that was completed in 2014 in Redwood City, Palo Alto and Mountain View.

The design for this project began in late January 2019 and design completion is scheduled by the Fall of 2019. Design coordination with the Electrification project is underway to assure that the work of this contract, and, the grade crossing changes being implemented on the PCEP project are coordinated. A contract for construction is planned to be advertised in the Fall of 2019 and construction is scheduled to begin by mid-2020 and complete in 2021.

This project is being funded through the State of California Public Utilities Commission Section 130 program to eliminate hazards at existing grade crossings.

- **F-40 Locomotive Mid-Life Overhaul Project:** Perform mid-life overhaul of three F40PH2C locomotives. The mid-life overhaul of the locomotives shall include complete disassembly of the main diesel engine, overhauling by reconditioning re-usable main frame components and re-assembly with new engine components and replacement of the Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive car body, trucks, wheels and electrical components shall be reconditioned to like-new condition or replaced with new material. The work shall be completed off-site at contractor's (Motive Power) facility location at Boise, Idaho. The three



locomotives are Locomotive #'s 920, 921 and 922.

Locomotives #'s 920 and 921 were shipped to the vendor's facility in February and March of 2018. Both locomotives are still undergoing overhaul; the expected returned to the CEMOF facility in San Jose for acceptance testing has been delayed until February 28, 2019 for #920 due to testing issues, and, March 26, 2019 for #921 due to the vendor's labor shortages. Locomotive #922 is now scheduled to be shipped to the vendor's facility after Locomotive #920 is returned to minimize the number of locomotives that are off the property at any one time.

- **MP-36 Locomotive Mid-Life Overhaul Project:** Perform mid-life overhaul of six MP-36-3C Locomotives. The mid-life overhaul of the locomotives shall include complete disassembly of the main diesel engine, overhauling by reconditioning re-usable main frame components and re-assembly with new engine components and the replacement of the Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive car body, trucks, wheels and electrical components shall be reconditioned to like-new condition or replaced with new material. The project work shall be completed off-site at the contractor's facility location. The 6 locomotives are Locomotive #'s 923, 924, 925, 926, 927 & 928.

Technical specifications for the work were completed in February 2018. The Request for Proposal was advertised on June 12, 2018. Proposals were received from 2 bidders on July 31. A bid protest was received and all bids were rejected at the October 4, 2018 Board meeting. The RFP is undergoing contract review to address the bid protest. A Resolicitation of the RFP is forecast for the Spring of 2019.

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett  
Executive Director

FROM: John Funghi  
Chief Officer, Caltrain Modernization Program

SUBJECT: **PENINSULA CORRIDOR ELECTRIFICATION PROJECT MONTHLY PROGRESS  
REPORT**

**ACTION**

Staff Coordinating Council recommends the Board receive the Peninsula Corridor Electrification Project (PCEP) Monthly Progress Report (MPR) link to report: <http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/MPR/2019-01+January+2019+Monthly+Progress+Report.pdf>. No action required.

**SIGNIFICANCE**

Staff prepares and submits a report covering the PCEP on a monthly basis.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

The MPR is intended to provide funding partners, stakeholders, and the public a PCEP overview and an overall update on project progress. This document provides information on the scope, cost, funding, schedule, and project implementation.

Prepared by: Josh Averill, Program Management Administrator

650.508.6453

PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett  
Executive Director

FROM: Michelle Bouchard  
Chief Operating Officer, Rail

SUBJECT: **CALTRAIN POSITIVE TRAIN CONTROL PROJECT UPDATE – FEBRUARY 2019**

**ACTION**

Staff Coordinating Council recommends that the Board receive the Positive Train Control (PTC) report for February 2019.

**SIGNIFICANCE**

Staff will provide monthly updates covering PTC related activities during the previous month and provide a preview of activities anticipated to take place during the current month.

**BUDGET IMPACT**

There is no budget impact.

**MONTHLY UPDATE**

**1. Project Schedule - Major Milestones for Caltrain PTC Implementation:**

Key Project Activity	Expected Completion	Progress as of 1/31/19	Progress On Track?	Mitigation Required or Approvals Needed
Approval of Designated RSD Test Request	May 31 <sup>st</sup>	Completed	Completed	Formal conditional approval received on September 10. Team incorporating FRA conditions in test plan to insure compliance to approval.
Approval of revised project PTC Implementation Plan (PTCIP) and Request for Amendment (RFA)	May 31 <sup>st</sup>	Completed	Completed	Formal approval received on September 20.
Pilot Installations (4) Completed	June 20 <sup>th</sup>	Completed	Completed	All pilots completed
Submit Designated RSD Application	Oct 15 <sup>th</sup>	Completed	Completed	RSD Application submitted and in review by FRA.
Complete Critical Feature V&V for Designated Track RSD	Oct 30 <sup>th</sup>	Completed	Completed	
Complete Designated RSD Training	Nov 14 <sup>th</sup>	Completed	Completed	Training for designated RSD personnel completed
Designated RSD – Complete Required Vehicle Installation	Dec 3 <sup>rd</sup>	Completed	Completed	(44) installs required for designated RSD completed, punch list items being addressed by Wabtec.
Meet FRA Statutory Requirements and substitute criteria	Dec 31	Completed	Completed	Met FRA December 31, 2018 deadline
Obtain Alternative Schedule approval from FRA	Mar 15 <sup>th</sup> 2019	Completed	Completed	Received FRA's approval on February 6.
Completion of Remaining Vehicle Installation (all 67 units)	April 30, 2019	In Progress	Behind	Remaining vehicle installation document submittals are behind; additional resource is required to support documentation effort.
Full RSD - Complete Remaining Critical Feature V&V	Jan 2019	Completed	Completed	
Full RSD – Complete WIU V&V	March 15, 2019	In Progress	Yes	
Full RSD – Complete Lab Integrated End to End Testing	June 30, 2019		Yes	

Key Project Activity	Expected Completion	Progress as of 1/31/19	Progress On Track?	Mitigation Required or Approvals Needed
Full RSD – Complete Field Integrated Testing (FIT)	August 2019			
Full RSD – Complete Field Qualification Testing (FQT)	September 2019			
Commence Full RSD – Caltrain ROW	October 2019			
Complete Interoperability Testing with UPRR South of CP Lick	December 2019	In Progress	Yes	
Complete of Interoperability Testing with Tenant Railroads	April 30 2020			
Submit Caltrain PTC Safety Plan to the FRA	June 30, 2020			
Complete Caltrain PTC Implementation	December 2020			

\*Key project milestones targeted for 2019/2020 will be part of a contract negotiation with Wabtec for performance incentive payments once the project schedule rebaseline effort is complete.

### 1. Major Wabtec activities for February 2019:

- o Continued installations of onboard equipment on Caltrain locomotives and cab cars
  - o Punch list items are still being addressed by Wabtec
  - o Completion of all onboard installations projected for April 2019
- o Continued Vehicle Acceptance Testing (VAT) on all PTC-installed locomotives and cab cars to ensure PTC equipment is functional under real-time track conditions
- o Continued Project re-baseline schedule effort through scheduling workshops; the effort will continue until an agreed-to re-baseline achieves all project requirements in a timeframe agreeable to Caltrain Alternative Schedule request and sequence
- o Commenced Signal and Switch (WIU) Field Verification and Validation for the remaining track
- o Conducted Communication Subsystem Workshop at Caltrain BCCF; Determine remaining communication infrastructure work required to support full track RSD and Interoperability testing
- o Attended TCI Training
- o Delivered fully equipped hi-rail vehicle to Caltrain

### 2. Vehicle Installation:

Wabtec has completed installation of (44) I-ETMS modules on the Caltrain locomotives and cab cars required based on Caltrain’s Implementation Plan and statutory criteria requirements. Wabtec is continuing to perform installations on the remaining Caltrain fleet (23 additional locomotives and cab cars) by April of 2019. Table below provides the overall status of 67 vehicle installation as of February 20, 2019.

<b>I-ETMS On-Board Installation Progress (As of 2/20/19)</b>			
<b>Equipment</b>	<b>Completed</b>	<b>In Progress</b>	<b>Pending</b>
F40	20	0	3
MP36	6	0	0
Bombardier Cab	9	0	0
NS Gallery Cab	20	0	7
MP1500	0	0	2
<b>Total</b>	<b>55</b>	<b>0</b>	<b>12</b>
<b>%</b>	<b>82%</b>	<b>0%</b>	<b>18%</b>

### 3. Other Key Activities for February of 2019

This section reports on PTC project general progress and issues being performed and tracked in addition to the Wabtec contract during the current reporting month.

- 1) After joint Wabtec and ARINC workshops held in January to review consist data, ROCS modification for consist data phase 1 effort has commenced and will be complete by mid-March;
  - 2) Team continued to work with ARINC to establish and finalize a scope of work for long term maintenance and service for all systems residing in the CCF and BCCF that support Rail Operations once PTC ROCS is in production. The new long term maintenance service contract will replace the current ROCS and other maintenance contracts.
  - 3) The PTC project continues its coordination efforts with the Electrification and EMU programs via regularly scheduled status meetings such as the Biweekly CalMod Systems Integration, the PCEP Delivery Coordination and the PTC-PCEP coordination meetings. Ad hoc meetings to discuss topics requiring in-depth or immediate decisions are held as needed. Data sharing of fiber audit results and testing schedules (sharing of track and time) is ongoing to ensure both teams coordinate needs.
  - 4) Caltrain configuration management (CM) manager continues full integration into project team to ensure all Caltrain CM requirements are maintained during project execution and transition to daily operations upon project completion.
  - 5) Caltrain Go Live team reinstated to ensure smooth transition of PTC operations and maintenance upon project completion. These efforts include drafting a RSD rollout strategy, resource planning for both Caltrain and TASI operations and maintenance, and coordination of Master Service Agreements (MSA) negotiations with key suppliers required to support PTC long term service needs.
4. **Change Order Log** – There have been no change orders requested from Wabtec during this reporting period, and there are none in process or review by Caltrain.
5. **Risk Management** - Caltrain and Wabtec have agreed to share the management of an identified list of risk items which were identified during the contract negotiations. The total cost allocated to these risks is \$1.9M to be shared amongst both parties. Unrealized risks will result in cost savings to the Caltrain.

To date no risks have been identified requiring use of the risk funds. There are also risks to be monitored outside the Wabtec specific contract that the project team monitors and mitigates as necessary. The following table captures the top risks both external (outside the Wabtec contract) and internal (specific to the Wabtec contract):

Risk Item	Type	Mitigation Action
Potential EMU delay due to move from I-ITCS to I-ETMS	External	Project team continues to support EMU team effort to bring Wabtec under contract to provide PTC solution required for EMU cars with minimal delay
FRA process changes	External	Maintain close and open relationship with key FRA contacts to ensure all submittals are done correctly and within required time frame to achieve approval for an alternative schedule to achieve RSD
Interoperability delays	External	Caltrain is working with UPRR and tenants to ensure agreed to interoperability schedule dates are maintained
Onboard installation delays	Internal	Onboard installations are complete, excluding punch list items. Wabtec must ensure production installation

		schedule is maintained to achieve remaining fleet installs in first quarter 2019.
Track access delays	Internal	Ensure field test schedule is maintained by coordinating all field work in combination with other capital project's needs, particularly the PCEP project.
Back Office Server (BOS) documentation scope creep	Internal	Ensure standard documentation supplied by Wabtec meets requirements of Caltrain specification criteria
FRA approval of an Alternative Schedule	External	Caltrain has received FRA approval of Substitute Criteria to be used rather than the statutory requirement of achieving RSD on one subdivision of the railroad by Dec 31, 2018. Caltrain submitted an Alternative Schedule request on December 14 <sup>th</sup> for FRA approval showing RSD and full system certification after 2018.

#### 6. FRA Coordination Status :

- o Continued weekly calls with FRA review team
- o Received Alternative Schedule Request Approval from the FRA on February 6, 2019
- o Submitted and Received Approval of Signal and Switch (WIU) Verification and Validation Plan for the remaining track
- o Attended the FRA PTC Collaboration Session, First of Six in 2019 and 2020

#### 7. Caltrain Roadmap to Full RSD and Interoperability:

- o Caltrain is pursuing the following steps to achieve Revenue Service Demonstration (RSD) and Interoperability Testing in order to achieve overall system certification.
  1. Obtain Approval of an Alternative Schedule, which was accomplished on February 6, 2019
  2. Submission of RSD application – submitted to FRA for approval in November. FRA is reviewing. Caltrain will submit full track RSD application by the 2<sup>nd</sup> quarter of 2019.
  3. Caltrain will complete all field validation by first quarter of 2019 to enable commencement of Laboratory Integrated Testing for full track in April of 2019.
  4. Caltrain will be performing field integrated testing and Field Qualification Testing for full track to achieve full RSD by October of 2019
  5. Caltrain will continue training remaining personnel to support full track RSD and PTC operations
  6. Caltrain will commence Interoperability Laboratory Testing with Tenants in summer of 2019 and commence Interoperability testing with UPRR post Caltrain full RSD. The goal is to achieve Interoperability with UPRR by December of 2019
  7. Caltrain will commence Interoperability testing with all other tenants on Caltrain property to achieve interoperability requirements and commence PTC governed operation by May 2020.
  8. Caltrain will complete submission of final PTCSP by June 2020 and receive full system certification by December 2020.

## 8. Cost – Spend vs. budget with Actuals and Arrural through December 31, 2018

	(A)	(B)	(C)	(D)	(E)	(F) = (C - E)	(G) = ( D / E)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accrual To- Date (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
<b>CBOSS PTC Project (Jan 2008 - Feb 2018)</b>	\$ 231.00		\$ 239.88	\$ 202.26	\$ 202.26		
Caltain PTC Project (March 1st 2018 - June 2020):							
Integrator WABTEC Contract	\$ 43.01		\$ 43.01	\$ 14.62	\$ 43.01	\$ -	33.99%
Other Contractors	\$ 6.00		\$ 6.00	\$ 1.08	\$ 6.00	\$ -	17.97%
Potential Changes	\$ 2.00		\$ 2.00		\$ 2.00	\$ -	
Potential Incentive - WABTEC	\$ 2.00		\$ 2.00		\$ 2.00		
Other Program Costs	\$ 30.34		\$ 30.34	\$ 7.13	\$ 30.45	\$ (0.11)	23.41%
Project Contingency	\$ 6.06		\$ 6.06		\$ 5.95	\$ 0.11	
<b>Total PTC Project</b>	\$ 89.41		\$ 89.41	\$ 22.83	\$ 89.41	\$ (0.00)	25.53%

Note:

- 1). Expended and Arrual to Date is through January 31, 2019;
- 2). Integrator Wabtec Contract Value includes Shared Risk with Not to Exceed Total of \$1.91MM;
- 3). Other Contractors amount includes ROCS Modification and potential fiber fixes;
- 4). Potential Changes amount is set for future project change orders as result of WABTEC assessment and survey for the communications and office subsystems;
- 5). Potential incentive amount reflects what is in the WABTEC conformed agreement;
- 6). Other Program Costs includes JPB project oversight costs, TASI support and Other Direct Cost for PTC project delivery;
- 7). Project contingency includes a) contingencies for WABTEC contract per Board Staff Report; b) JPB project team cost contingency;
- 8). CBOSS PTC project budget and actual cost are highlighted to reflect prior March 1st, 2018 CBOSS project financial data.

## 9. Upcoming Key Activities in March 2019

- 1) Complete the Signal and Switch (WIU) Verification and Validation testing on the remainder of the Caltrain property.
- 2) Approve the project re-baseline schedule that ensures all required activities are planned in the timeframe required to support the Alternate Schedule and Sequence Request under review by the FRA.
- 3) Caltrain management team to meet with Wabtec management to project resources and strategy to improve performance and complete the project.
- 4) Close out all punch list items on onboard installs and continue installations on remaining Caltrain fleet.
- 5) Continue interoperability Coordination with UPRR, Amtrak and other tenants
- 6) Continue regular monthly review with Wabtec senior management to ensure the Wabtec project team maintains focus on 2019 key milestones and full Caltrain RSD.
- 7) Continue to work closely with the FRA regional and national representatives to ensure all aspects of documentation and testing requirements are maintained and approvals (by FRA) granted.
- 8) Continue Vehicle installation of remaining fleet at CEMOF and develop demobilization plan for the installation team due to NTP of CEMOF modification work on April 1<sup>st</sup> of 2019
- 9) Continue Vehicle Acceptance Testing based on availability of remaining PTC equipped vehicles

## Treasury Cash & Investments Dashboard

### JPB

	Dec-18		Nov-18			Dec-17		
	Ending Balance	Int. Rate	Ending Balance	MoM Change	% Change	Ending Balance	YoY Change	% Change
SALES TAXES RECEIVED	N/A		N/A			N/A		
CASH								
Bank of America - unrestricted cash	5,997,039.99	0.00%	38,031,201.52	(32,034,161.53)	-84.2%	14,075,751.03	(8,078,711.04)	-57.4%
Bank of America - restricted cash	17,028,676.59	0.85%	17,016,392.15	12,284.44	0.1%	21,348,760.56	(4,320,083.97)	-20.2%
Wells Fargo PCEP/EMU & LB	25,992,331.53	0.00%	15,517,975.13	10,474,356.40	67.5%	34,218,905.86	(8,226,574.33)	-24.0%
MM Under US Bank Custody	N/A		N/A			N/A		
<b>TOTAL CASH</b>	<b>49,018,048.11</b>		<b>70,565,568.80</b>	<b>(21,547,520.69)</b>	<b>-30.5%</b>	<b>69,643,417.45</b>	<b>(20,625,369.34)</b>	<b>-29.6%</b>
DEBT SERVICE RESERVES								
Held by US Bank Trustee	2,997,873.86	1.85%	2,857,995.56	139,878.30	4.9%	3,742,098.09	(744,224.23)	-19.9%
INVESTMENTS								
Investment Portfolio - market values	N/A		N/A			N/A		
Local Agency Investment Fund (LAIF)	5,989,348.35	2.29%	12,989,348.35	(7,000,000.00)	-53.9%	72,906.59	5,916,441.76	8115.1%
County Pool	2,007,092.44	2.22%	2,007,092.44	0.00	0.0%	1,975,828.47	31,263.97	1.6%
<b>TOTAL INVESTMENTS</b>	<b>7,996,440.79</b>		<b>14,996,440.79</b>	<b>(7,000,000.00)</b>	<b>-46.7%</b>	<b>2,048,735.06</b>	<b>5,947,705.73</b>	<b>290.3%</b>
<b>TOTAL CASH AND INVESTMENTS</b>	<b>\$ 60,012,362.76</b>		<b>\$ 88,420,005.15</b>	<b>(28,407,642.39)</b>	<b>-32.1%</b>	<b>\$ 75,434,250.60</b>	<b>(15,421,887.84)</b>	<b>-20.4%</b>
DEBT OUTSTANDING								
2007 SERIES A - principal	22,960,000.00		22,960,000.00	0.00	0.0%	23,140,000.00	(180,000.00)	-0.8%
2015 SERIES A - principal	11,000,000.00		11,000,000.00	0.00	0.0%	11,000,000.00	0.00	0.0%
<b>TOTAL DEBT OUTSTANDING</b>	<b>33,960,000.00</b>		<b>33,960,000.00</b>	<b>0.00</b>	<b>0.0%</b>	<b>34,140,000.00</b>	<b>(180,000.00)</b>	<b>-0.5%</b>
REVOLVING CREDIT FACILITY								
JPMorgan \$150MM max - for PCEP	40,000,000.00		50,686,000.00	(10,686,000.00)	-21.1%	27,038,000.00	12,962,000.00	47.9%
CREDIT ANALYSIS (S&P METHODOLOGY)								
<u>Liquidity</u>								
Days Cash on Hand	114		184	(70)	-38.1%	159	(45)	-28.5%
Cash to Debt Service	33.1		54.9	(21.9)	-39.8%	40.6	(7.5)	-18.5%
<u>Debt Service Coverage</u>								
Debt Service Coverage Ratio	5.24		4.84	0.40	8.2%	5.31	(0.07)	-1.3%
<u>Debt Burden</u>								
Debt to Total Revenues	0.2		0.2	0.0	3.5%	0.2	(0.0)	-9.3%
Debt to Net Revenues	5.0		5.4	(0.4)	-7.6%	4.8	0.2	3.3%

**NOTES:**

- 1) Need to maintain a minimum balance of \$6MM to avoid service charges
- 2) JPB does not have an investment account with PFM, so does not need a US Bank custody account
- 3) Can only redeem 12.5% of the balance every month; return is net of admin fees
- 4) Interest rates on these bonds range from 4% to 5%
- 5) Interest rate on these bonds is subject to adjustment from time to time
- 6) Undrawn Fee = 0.7%; Drawn Fee = (0.7 x 1-month LIBOR) + 2.3%
- 7) DCOH = Total Unrestricted Cash/(Annualized Operating Expenses/365)
- 8) CDS = Total Unrestricted Cash/Annual Debt Service
- 9) DSC = (Operating Revenues + Other Revenues - Operating Expenses)/Annual Debt Service
- 10) Debt to Total Revenues = Total Debt Outstanding/(Annualized Operating Revenues + Annualized Other Revenues)
- 11) Debt to Net Revenues = Total Debt Outstanding/(Operating Revenues + Other Revenues - Operating Expenses)

**MoM Variances**

- 1 In Dec, BoA unrestricted cash decreased by \$32.03MM. Some of the major reasons are:
  - a) In December, \$10.69 MM was used to pay down JPM LOC
  - b) Checks issued during December increased by \$4.8MM in comparison to Nov
  - c) Revenue received in Dec for GoPass was lower by estimated \$3MM
  - d) In comparison to Nov, an additional \$10.47MM was transferred out to Wells Fargo PCEP in December. Hence, reducing the cash available in BOA.
- 2 Wells Fargo PCEP/EMU & LB increased by \$10.47MM because of PCEP projects-related reimbursements
- 3 LAIF balance dropped by \$7.00MM because we redeemed investments to pay for operating expenses
- 4 JPMorgan revolving credit facility balance dropped by \$10.69MM as we paid down that amount



**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Joint Powers Board  
THROUGH: Jim Hartnett, Executive Director  
FROM: Seamus Murphy, Chief Communications Officer  
SUBJECT: **ADOPTION OF NAMING RIGHTS POLICY**

**ACTION**

Staff Coordinating Council recommends the Board:

1. Adopt a naming rights policy for Peninsula Corridor Joint Powers Board (JPB) facilities (Naming Rights Policy) in order to provide guidance for third party requests to name or re-name JPB assets.
2. Authorize the Executive Director, or his designee, to take actions necessary to implement the Naming Rights Policy.

**SIGNIFICANCE**

The JPB is continually exploring opportunities to secure additional revenue to support ongoing capital and operating needs. Sponsorship of transit facilities that includes the sale of naming rights is becoming increasingly common as a strategy to maximize revenues.

Adoption of a policy that allows staff to consider third party naming and re-naming requests will allow staff to evaluate these opportunities in a way that benefits the system. The Naming Rights Policy will apply in circumstances in which (1) a third party initiates a request to the JPB seeking rights to Name or Rename a JPB Facility or (2) the JPB determines to initiate a process to seek proposals from third parties as to interest in obtaining rights to Name or Rename a Facility. The Naming Rights Policy includes a provision that acknowledges the need to maintain customer convenience and ensure that the system is easily navigable. It also ensures that these efforts are consistent with the JPB's current advertising policy.

**BUDGET IMPACT**

At this time, there is no budget impact. However, adoption of the Naming Rights Policy is intended to lead to future revenue generation.

## **BACKGROUND**

As a way to maximize revenue and supplement funding with non-fare revenue strategies, it is increasingly commonplace for both major and small-market US transit agencies to enter in naming rights and/or sponsorship agreements with third parties. While a policy is not required in order to enter in these agreements, the adoption of one will provide standard procedures to help facilitate effective negotiations with Sponsors.

Multiple peer agencies have successfully secured sponsorship or naming rights agreements with annual revenues ranging from \$200,000 to more than \$1,000,000. Agencies that have active naming rights and/or sponsorship agreements include:

- Cleveland RTA
- Transbay Joint Powers Authority
- Denver RTD
- Chicago Transit Authority
- New York MTA
- Southeastern Pennsylvania TA
- San Diego MTS

Prepared by: Megan LaRocque, Market Research & Development      650.508.7978  
Service Contract Administrator

RESOLUTION NO. 2019 –

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD  
STATE OF CALIFORNIA

\* \* \*

**ADOPTING THE NAMING RIGHTS POLICY FOR JPB FACILITIES**

**WHEREAS**, the Peninsula Corridor Joint Powers Board (JPB) administers the Caltrain system; and

**WHEREAS**, the JPB is continually challenged to identify funding for system operation and actively seeks opportunities to leverage its assets in order to secure additional revenue; and

**WHEREAS**, as a way to maximize revenue and supplement funding with non-fare revenue strategies, it is increasingly commonplace for both major and small-market US transit agencies to enter in naming rights and/or sponsorship agreements with third parties; and

**WHEREAS**, staff has developed a naming rights policy for JPB facilities (Naming Rights Policy) in order to raise such additional revenue and establish a transparent process for the consideration and determination of requests to name or re-name JPB facilities; and

**WHEREAS**, Staff Coordinating Council recommends, and the Executive Director concurs, that the Board adopt the attached Naming Rights Policy.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby adopts the Naming Rights Policy, attached hereto as Exhibit A, and incorporated by reference; and

**BE IT FURTHER RESOLVED** that the Board of Directors hereby authorizes the Executive Director, or his designee, to take any further necessary actions to implement the Naming Rights Policy.

Regularly passed and adopted this 7<sup>th</sup> day of March, 2019 by the following vote:

AYES:

NOES:

ABSENT:

---

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

---

JPB Secretary

## **PENINSULA CORRIDOR JOINT POWERS BOARD**

### **NAMING RIGHTS POLICY FOR JPB FACILITIES**

The Peninsula Corridor Joint Powers Board (JPB) is a joint powers authority with membership composed of the San Mateo County Transit District, the City and County of San Francisco, and the Santa Clara Valley Transportation Authority. The JPB manages a passenger rail system known as Caltrain that operates between San Francisco and Gilroy. The JPB owns the rolling stock, right of way, and station facilities between San Francisco and San Jose with operating rights on Union Pacific tracks to Gilroy.

#### **I. PURPOSE AND POLICY STATEMENT**

This Policy establishes the framework and provides guidelines for entering into arrangements with third parties for the Naming or Renaming of Caltrain Facilities. The purposes of this Policy are to ensure that: (1) the JPB receives fair monetary value for any such transaction; (2) the historic nature of such Facilities is respected; (3) there is consistency with the JPB's mission, purpose and other policies; and (4) the JPB's customers are able to safely and efficiently navigate the Caltrain system.

This Policy will apply in circumstances in which (1) a third party initiates a request to the JPB seeking rights to Name or Rename a JPB Facility or (2) the JPB determines to initiate a process to seek proposals from third parties as to interest in obtaining rights to Name or Rename a Facility.

#### **II. DEFINITIONS**

**Caltrain Facility:** Any rail station or other facility or asset owned or operated by JPB.

**Name/Re-name:** Any request from a Sponsor to designate or change the official designation of a Facility. These changes include, but are not limited to, changes to the signage at the Facility (exclusive of advertising displays controlled by JPB or a designated JPB advertising contractor), changes to the designation of the Facility in on-board announcements, or changes to maps or other informational material published or displayed by JPB (including on the JPB website).

**Sponsor:** Any third party who requests the Naming or Re-naming of a Facility for a predominantly commercial or marketing-related purpose.

### **III. SCOPE**

This Policy applies to requests by third parties to Name or Re-Name the official designation of a station or other facility in any part of the JPB system. This Policy does not apply to advertising campaigns conducted by the JPB or through designated JPB advertising contractors that do not purport to Name or Re-name a Facility, regardless of their extent or duration. This Policy also does not apply to advertising displays controlled by JPB or a designated JPB advertising contractor or miscellaneous sponsorship activities, including fundraising activities for the purpose of supporting the JPB.

### **IV. ELIGIBILITY**

Station names should be accurate and help orient customers as they navigate the Caltrain network. Recognizing the importance of ensuring that customers are able to navigate the system easily, the JPB may require the Sponsor's name to be added to the existing station name (e.g., STATION X/COMPANY X).

The JPB may deny any proposal that violates any applicable ordinance, rule regulation or policy; is offensive, discriminatory or promotes a particular religion or political view; or is not in the best interests of the JPB and/or its customers. Any entity prohibited from placing advertisements under the JPB's Advertising Policy (e.g., tobacco company) is similarly prohibited from participation under this Policy.

Any sponsorship will require a written agreement between the JPB and the Sponsor and a minimum number of years may be required, as determined by the JPB, to ensure a long-term commitment.

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett  
Executive Director

FROM: Derek Hansel  
Chief Financial Officer

Michelle Bouchard  
Chief Operating Officer, Rail

SUBJECT: **AWARD OF CONTRACTS FOR ON-CALL CONSTRUCTION MANAGEMENT SERVICES**

**ACTION**

Staff Coordinating Council recommends the Board:

1. Award contracts to MNS Engineers, Inc. (MNS) of Oakland, California and Vali Cooper & Associates, Inc. (VCA) of Concord, California for an aggregate total not-to-exceed amount of \$38,000,000 to provide on-call construction management services (CM Services) for a five-year term at the negotiated rates specified in each contract.
2. Authorize the Executive Director, or his designee, to execute a contract with each of the above firms in full conformity with the terms and conditions of the solicitation documents and in a form approved by legal counsel.

**SIGNIFICANCE**

In support of the Peninsula Corridor Joint Powers Board's (JPB) capital program construction projects, the JPB has a continued need for on-call CM Services for successful completion of current and future capital projects. Approval of the above actions will provide the JPB with two qualified firms to provide the needed services.

Award of these contracts will not obligate the JPB to purchase any specific level of service from either firm. Work will be performed under qualification-based competitive Work Directives (WDs) issued to each firm on an as-needed, project-by-project basis.

**BUDGET IMPACT**

Each WD will contain a defined scope of services, with a discrete schedule and budget. WDs will be funded from approved capital and/or operating budgets using a variety of funding sources and may include Federal, State, and local revenues and grants.

## **BACKGROUND**

The JPB has an on-going need for CM Services consisting of, but not limited to, construction management, quality assurance, estimating, scheduling, project controls, material testing, construction change order management, and project closeout. The JPB desires to contract with two firms to allow for greater flexibility and ensure key personnel availability to meet its construction project needs to support the following anticipated projects:

- 25th Avenue Grade Separation Project (on-going construction)
- South San Francisco Station Improvements (on-going construction)
- Guadalupe River Bridges Replacement and Extension
- Marin Street Bridge Maintenance & Napoleon Avenue Bridge Replacement
- Miscellaneous construction projects (grade crossing improvements, tunnel modifications, etc.)

The JPB issued a Request for Proposals and advertised it in a newspaper of general circulation and on the agency's procurement website. Six firms submitted proposals:

1. Ghirardelli Associates, Inc., San Jose, California
2. Hill International, Inc., San Francisco, California
3. MNS Engineers, Inc., Oakland, California
4. Mott MacDonald, LLC, San Jose, California
5. Lamoreaux Associates, Inc., Cedar City, Utah
6. Vali Cooper & Associates, Inc., Concord, California

In accordance with federal and state law governing the procurement of architectural and engineering services, proposals were evaluated, scored and ranked solely based on qualifications. Staff only negotiated price with the highest ranked firms. An Evaluation Committee (Committee) composed of qualified staff from the Capital Program Delivery and Project Management departments reviewed, scored and ranked the proposals in accordance with the following weighted criteria:

- |  |     |
|--|-----|
| • Qualifications and Experience of Key Personnel | 30% |
| • Qualifications and Experience of Firm          | 25% |
| • Project Understanding and Management Plan      | 25% |
| • Quality Control Plan                           | 20% |
| • Small Business Enterprise Preference           | 5%  |

After initial screening of the technical proposals, five of the six firms were found to be in the competitive range and were invited to oral interviews after which the Committee rescored all proposals and reached a final consensus ranking. The Committee determined MNS and VCA to be the highest ranked firms with a significant gap in points between them and the third ranked firm; they both possess the requisite experience and qualifications required for successful performance of the services defined in the solicitation documents. Staff successfully negotiated contract terms and conditions, including price, with each of the highest ranked firms and determined the prices to be fair, reasonable, and consistent with those currently paid by the JPB, and other public agencies in the Bay Area, for similar services.



Staff assessed Small Business Enterprise (SBE) preference points to the firms for their proposed utilization of SBEs. Both MNS and VCA committed to utilizing SBEs for 14% of the total contract value.

CM Services are currently provided by VCA. The contract expires in March 2019.

Procurement Administrator III:	Alice Cho	650.508.6442
Project Manager:	Alfred Darmousseh, Program Manager, Construction Services	650.444.5732

RESOLUTION NO. 2019-

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD  
STATE OF CALIFORNIA

\* \* \*

AWARDING CONTRACTS TO MNS ENGINEERS, INC. AND  
VALI COOPER & ASSOCIATES, INC. FOR PROVISION OF  
ON-CALL CONSTRUCTION MANAGEMENT SERVICES FOR AN AGGREGATE TOTAL  
NOT-TO-EXCEED AMOUNT OF \$38,000,000 FOR A FIVE-YEAR TERM

**WHEREAS**, the Peninsula Corridor Joint Powers Board (JPB) issued a Request for Proposals (RFP) for on-call construction management services (CM Services); and

**WHEREAS**, in response to the RFP, the JPB received six proposals; and

**WHEREAS**, an Evaluation Committee (Committee) composed of qualified JPB staff evaluated, scored and ranked all the proposals according to the qualifications-based evaluation criteria set forth in the RFP, and determined that five firms were in the competitive range and conducted interviews; and

**WHEREAS**, the Committee completed its evaluation process, including negotiation of cost with the highest-ranked proposers, and determined that MNS Engineers, Inc. of Oakland, California and Vali Cooper & Associates, Inc. of Concord, California possess the necessary qualifications and requisite experience to successfully perform the scope of services defined in the solicitation documents, and have agreed to perform the specified services at fair and reasonable prices; and

**WHEREAS**, staff and legal counsel have reviewed the proposals found to be in the competitive range and have determined that the proposals comply with the requirements of the solicitation documents; and

**WHEREAS**, Staff Coordinating Council recommends, and the Executive Director concurs, that the Board of Directors award contracts to MNS Engineers, Inc. and Vali Cooper & Associates, Inc. for on-call CM Services for an aggregate not-to-exceed amount of \$38,000,000 for a five-year term.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards contracts for on-call CM services to MNS Engineers, Inc. and Vali Cooper & Associates for a five-year term for an aggregate not-to-exceed amount of \$38,000,000; and

**BE IT FURTHER RESOLVED** the Executive Director, or his designee, is authorized to execute contracts with MNS Engineers, Inc. and Vali Cooper & Associates, Inc. in full conformity with all of the terms and conditions of the RFP and negotiated agreements, and in a form approved by legal counsel.

Regularly passed and adopted this 7<sup>th</sup> day of March, 2019 by the following vote:

AYES:

NOES:

ABSENT:

---

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

---

JPB Secretary

PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett  
Executive Director

FROM: Michelle Bouchard  
Chief Operating Officer, Rail

SUBJECT: **TRANSIT INTERCITY RAIL CAPITAL PROGRAM PROJECT UPDATE:  
EMU CONFIGURATION & WAYSIDE BIKE PROGRAM**

**ACTION**

This report is for information only. No Board action is required.

**SIGNIFICANCE**

Peninsula Corridor Joint Powers Board (JPB) staff will provide an update on the Transit and Intercity Rail Capital Program (TIRCP) as related to the EMU configuration and wayside bike program implementation.

**BUDGET IMPACT**

There is no budget impact associated with this update.

**BACKGROUND**

In April 2018, JPB was awarded \$164,522,000 in TIRCP funds to be matched for a total of \$203,638,000. JPB staff conducted a series of discussions with the California State Transportation Agency to determine the objectives of the award which resulted in a project scope intended to achieve a series of objectives including enhanced corridor seating capacity and implementation of an effective series of wayside bike improvements.

*EMU Configuration*

Over the past decade, Caltrain ridership has nearly doubled. To meet the TIRCP objective of enhanced seating capacity, the Board in December 2018, approved exercising the contract option with Stadler, USA Inc. to purchase 37 additional electric vehicles for \$183 million, bringing the initial order of 16 six-car trainsets to 19 seven-car trainsets. At that time, the Board requested a public process for the new configuration related to bike car security concerns from the bike community.

*Wayside Bike Program*

The wayside bike program TIRCP allocation seeks to enhance ridership and safeguard capacity on the electrified system by implementing a robust wayside bike parking program as defined through its recently adopted "Bicycle Parking Management Plan". Nearly 7,000 passengers a day access the Caltrain system by bicycle, with most of these riders choosing to bring their bike on board. As ridership numbers continue to grow, the program aims to proactively serve the number of people accessing stations by bicycle while also preserving overall system capacity, providing a viable system of bike parking amenities at stations as an attractive supplement and alternative to having passengers bring their bike on board the train.

Prepared By:	Dan Provence, Principal Planner, Station Access	650.508.7840
	Lori Low, Government & Community Affairs Officer	650.508.6391



# Update on TIRCP Project: EMU Configuration & Bike Improvements at Stations

JPB Board  
March 7, 2018  
Agenda Item 10

# Overview

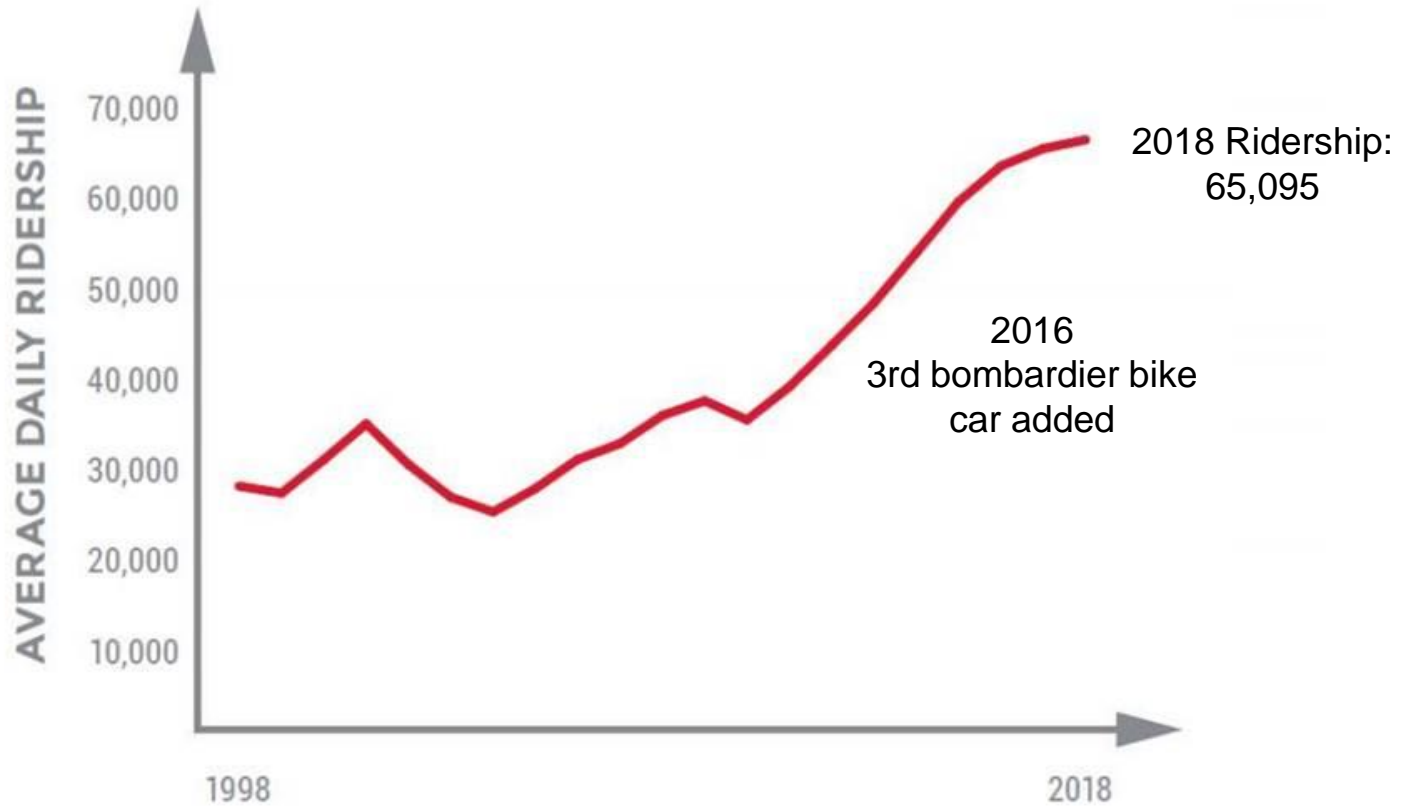
- Additional vehicle option: Board approved December 2018
  - \$183M for 37 additional electric vehicles
    - 7 car trains instead of 6 car trains
  - Bike car security concerns from bike community
  - \$3.5M+ bike parking & micromobility improvements at stations
- Process to move forward



# Context



# Ridership & Bikes Onboard



1992  
Bikes allowed  
onboard

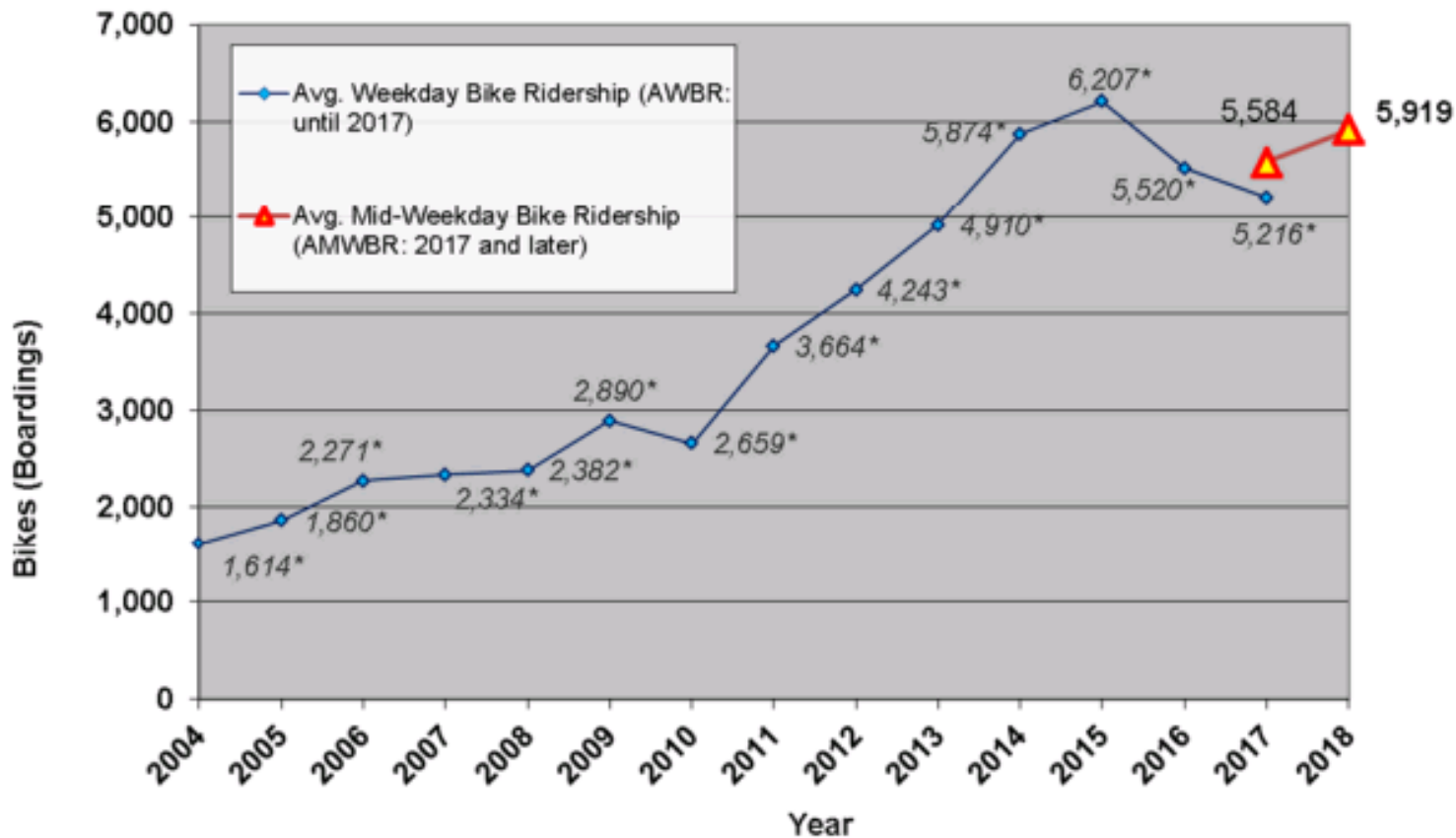
Incremental growth  
over the years

2016  
3rd bombardier bike  
car added

2018 Ridership:  
65,095

# On Board Bike Ridership

Caltrain Average Weekday Bicycle Ridership Trend



Source: Caltrain 2018 Annual Passenger Count

## 2015 Context

- Daily ridership: ~58,000
- Daily bike boardings: 6,207
- Trains per peak hour: 5
- On board bike spaces 80 or 48
- Metrolink cars on the way (provides additional bike capacity)
- Board resolution related to 6-car PCEP electric vehicle purchase: 1 bike space for every 8 seats
- Bike parking options at stations limited (mostly racks and keyed lockers)
- Bike share very limited, no scooters etc.

# 2018 Context

- Daily ridership: ~65,000 (**up 12% from 2015**)
- Daily bike boardings: 5,919
- Trains per peak hour: 5 (combination of 5 and 6-car trains)
- On board bike spaces 72-80 per trainset
- Caltrain Electrification in construction
- Significant number of trains with standees
- Variety of new first / last mile options

# Today - Bikes on Train

- Caltrain carries more bikes onboard than any commuter rail in the country
- A person bringing a bike onboard is taking up two spaces (bike and seat)





# Today - Increased Crowding

NBC BAY AREA Home News Weather Investigative Unit Sports ...

THE LATEST NEWS FROM AROUND THE PENINSULA

EAST BAY | NORTH BAY | PENINSULA | SAN FRANCISCO

## Caltrain Ridership on the Rise: Report

By Anser Hassan  
Published Mar 5, 2018 at 5:44 AM | Updated at 6:09 AM PST on Mar 5, 2018

f t e

5:02 38°  
SAN FRANCISCO  
NBC BAY AREA

VALLEY SKI RESORTS WOMAN HIT AND KILLED BY CAR ON HIGHWAY 80 ON-RAMP

An increased number of people appear to be hopping on Caltrain during their commutes, according to a report, Anser Hassan reports. (Published Monday, March 5, 2018)



News

## In-depth: Caltrain riders say overcrowding has become an issue on trains

By: Vince Cestone

Posted Feb 14, 2017 10:41 PM PST  
Updated Feb 14, 2017 10:41 PM PST

G f t p +

OVERCROWDED TRAINS  
REDWOOD CITY  
KRON 4

# Rider Survey (2017)

10% (or ~300 people) on Limited & Bullet Trains Commented on Crowding

“Commuting everyday. It sucks that you may not actually get a seat after how much you pay to take Caltrain. Second to not having a seat, is how crowded it can get.”

“Many trains are too crowded. 50% of the time I don’t get a seat”

“Need more train cars → rush hour → no seats”

“My usual afternoon train that leaves at Cal Ave at 1630 is very crowded”

“You added a car and have a new train which gives more room, but I still have to stand because you have no seats.”

# Social Media Customer Complaints

## Crowded Trains



Cycl... [+ Follow](#)

2,405 views 5 faves 12 comments

### Caltrain is getting crowded

I snapped this photo yesterday evening as the train approached Palo Alto station for my commute home. It's getting a little bit crowded on the train.

3 Retweets 1 Like

1 3 1



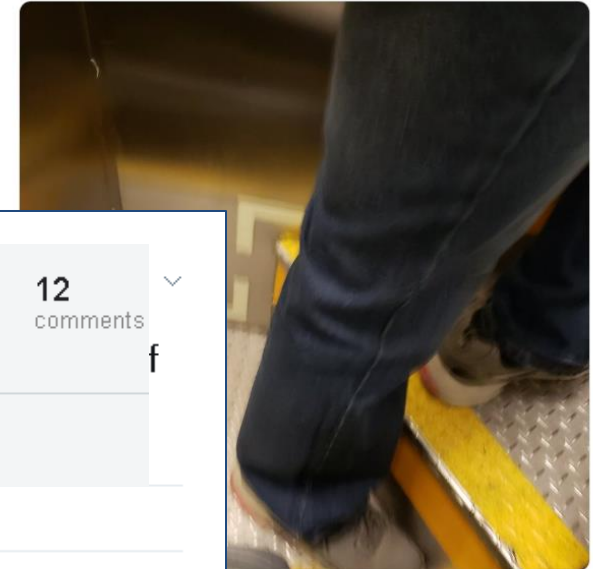
Replying to [@Caltrain](#)

What is the actual maximum number of cars you can configure & run a consort with? That's what 323 needs. It's nuts now, worse every week.



[Follow](#)

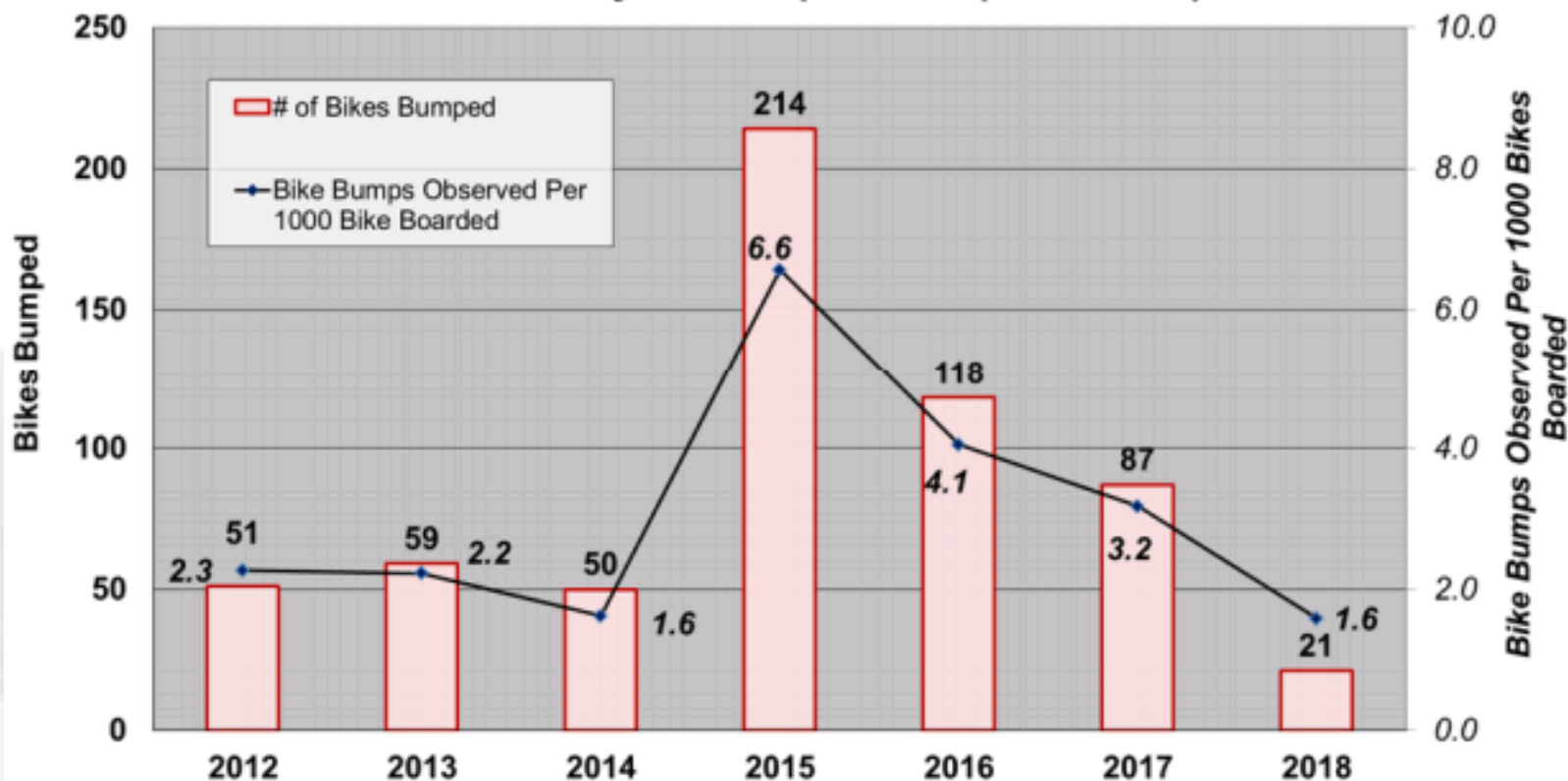
The [#caltrain](#) experience of standing in a one-person wide stairwell because the rest of the train is packed. [#commute](#)





# Reported Bike Bumps

Caltrain Bicycle Bump Trend (2012-2018)



Source: Caltrain 2018 Annual Passenger Count

# Morning Capacity – 2018

NB Train	Over Capacity		SB Train	Over Capacity	
	Seats	Bikes		Seats	Bikes
305			206		
207			208		
309			310		
211			212		
313	X		214		
215	X		216		
217	X	X	218		
319	X		320		
221	X		222		
323	X		324	X	X
225	X	X	226		
227	X		228		
329	X		330	X	
231			232		X
233	X	X	134		

# Train Operations (Today)

- Bike boarding/deboarding a significant cause of delay
  - Bikes board first project aimed at reducing boarding time
- Conductor resources used to oversee bike cars
- Number of bike cars should be limited in order to limit excessive dwell times

# Future Operations (2022)

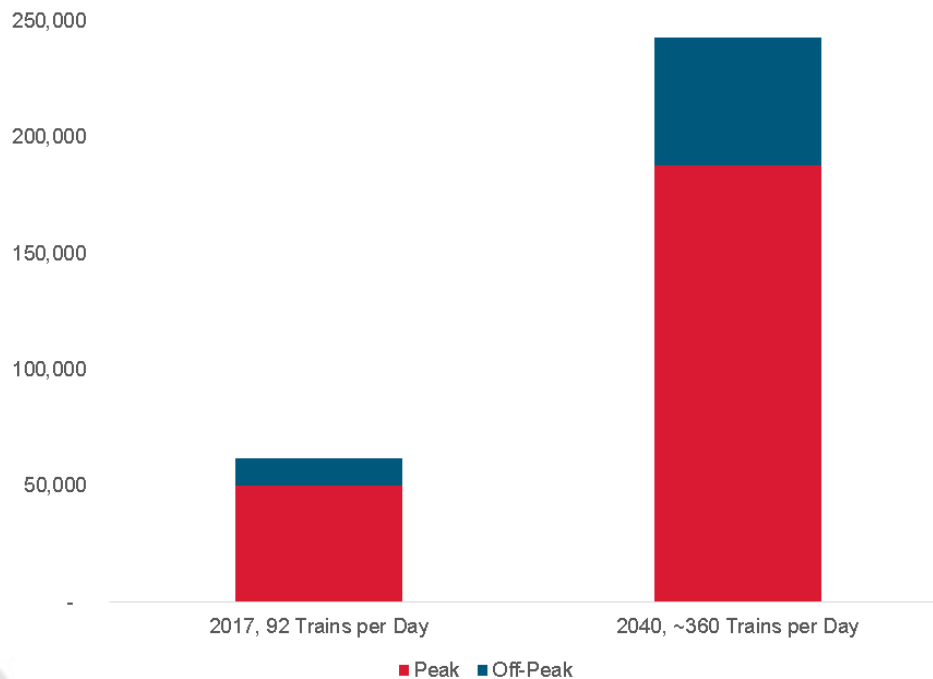
- 7-car electric trains (max 667 seats)
  - Seating capacity equivalent to a 5-car diesel train
- Incremental commissioning/decommissioning trainsets requires electric trains to have at least the seating capacity of a 5-car train
- Remaining diesel Gilroy trains will continue to provide more seated capacity
- Future demand satisfied by combination of seating capacity and increased frequency (6 per hour, up from 5)
- Assess next increment through Business Plan

# Financial Implications: Onboard Bikes

- Initial electric vehicle purchase: \$551M for 16 six-car trainsets (\$34.4M per train)
- Six-car trainset = 567 seats + 72 bike spaces
  - 72 seats removed to install bike spaces
- Per seat replacement cost = \$53.8k
- Per trainset seat replacement cost = \$3.88M
- \$62M investment in additional rolling stock needed to provide equivalent seat replacement
- Legislation precludes charging for bikes onboard

# Caltrain Business Plan – Future Ridership Growth

By 2040 there could be underlying demand for approximately 240,000 daily trips on the system.



# Caltrain Business Plan Continued

- While Caltrain is able to expand its Electric train consists to seven car trains, adding further capacity will be challenging.
- In addition to purchasing additional vehicles, other investments, such as platform extensions, will be required.
- The Caltrain Business Plan is exploring what options are available to further lengthen trains (beyond 7 cars to 8- or 10- car consists) as well as what may be required to run additional trains.
- This is a holistic analysis that will illustrate both the opportunities as well as the limits to adding capacity to the Caltrain system as a whole.

# **Bike Parking & Micromobility at Stations**





# Options at Stations Improving

- Limited options today
- Working to offer more:
  - Electronic lockers
  - Shared access bike rooms
  - Better management
  - Bike and scooter share
- Untapped potential - much more space at stations than onboard trains



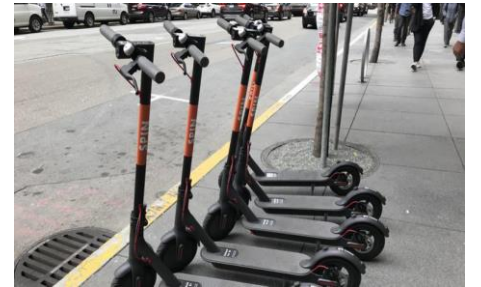
# Bike & Scooter Share Today

- Much learned since original Bay Area Bike Share pilot, w/ Lyft & Uber owning & operating more integrated systems
- San Francisco 4<sup>th</sup> & King is the busiest bike share station in the Bay Area



# Bike & Scooter Share Today

- Scooter share is a quickly evolving first and last mile option not available in 2015
- Multiple scooter share companies started in 2017 and now claim over 10 billion rides
- Caltrain currently developing micromobility policy to make options work well for all riders





# Best Practices Around the World

As ridership increases, we must look to places around the world with higher bike ridership



Rotterdam



Tokyo

# Recent Efforts to Improve Caltrain Bike Options

- Bike Parking Management Plan approved (November 2017)
- Bike Security Task Force (began January 2018)
- New station access planner hired (August 2018)
- Bike access & parking survey (Fall 2018)
- Funding for bike improvements at stations: \$3.5M (TIRCP grant 2018)

# Caltrain Ongoing Bike Parking Efforts

- Develop station specific plans with bike parking amenities
- Work with bike share companies, locker manufacturers & station area projects to make things easy to understand and inexpensive for users
- Develop a strategic plan for corridor-wide bike share
- Prioritize spending
- Coordinate with cities on bike plan updates

# Caltrain Priorities (near / future)

- Capital plan for first 10 stations: Spring 2019
- Rework keyed locker management: 1-2 stations/month (ongoing)
- 4th & King/Townsend bike parking expansion: Winter 2019 / 2020
- Capitol Corridor eLockers: June 2019
- San Carlos Station Improvements: Fall 2019
- Sheds managed by 3rd party: Late 2019 - early 2020
- E-lockers system wide: 2022
- Bike rooms: Include with any TODs

# Caltrain Bike Security Efforts

- Interdepartmental effort started Spring 2018
- Reporting/protocol improved
- Updated bike webpages
- Underway
  - Theft prevention app - pursuing partnership
  - Lost & Found - new 24 hour recovery policy
  - Updating onboard decals and materials



# Electric Train Configuration Next Steps



# Bikes Security on Electric Trains

- Bike community desires seats next to bikes
- Caltrain can review possible configuration options
  - Additional community input/feedback
  - Joint CAC/BAC workshop
    - Hands-on interaction with configuration possibilities
    - Small groups
    - Board participation

# Funding

- Reconfiguration not part of current budget
- Funding sources not yet identified

## Next Steps

- Identify strategies for configuration of existing bike cars and seventh car to address bike security concerns
  - Maximize seated capacity
  - Minimize impact on cost, bike capacity
  - Not constrained by 1:8 bike to seat ratio
- Make bike parking and micromobility at stations more viable solutions

# Outreach Process

Item	Audience	Date
Outreach Process Update	CAC, BAC Subcommittee, Bike Coalitions	February
Outreach Process Input / Process	Board	March
Joint Workshop: Electric Train & Bikes Onboard Configuration	CAC and BAC	March
Possible broader outreach (survey and/or station pop-up events)	General Ridership	March / April
Staff Recommendation	CAC & BAC	May
Board Decision	Board	June

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett  
Executive Director

FROM: Michelle Bouchard  
Chief Operating Officer, Rail

SUBJECT: **UPDATE ON CONSTRUCTION OF 25<sup>th</sup> AVENUE GRADE SEPARATION**

**ACTION**

Staff recommends the Board receive the Update on Construction of 25<sup>th</sup> Avenue Grade Separation. No action required.

**SIGNIFICANCE**

Construction of the 25<sup>th</sup> Avenue Grade Separation project has been ongoing since October 2017. In January 2018 the project was impacted by delays in the relocation of the Third Party Fiber Optic duct bank within the project limits. The project schedule has been rebase lined and construction, including the relocation of the remaining utilities, continues in the field.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

The 25<sup>th</sup> Avenue Grade Separation project is a safety improvement project which will raise the tracks from State Route (SR) 92 to Hillsdale Boulevard, slightly lower the road at E. 25<sup>th</sup> Avenue, complete east-west street connections at 28<sup>th</sup> and 31<sup>st</sup> Avenues, and construct a new elevated Hillsdale Station located at E. 28<sup>th</sup> Avenue with new parking lots East of the new station between 25<sup>th</sup> Avenue and 31<sup>st</sup> Avenue.

The Construction Contract was awarded to Shimmick Disney, a JV, in July 2017 for \$ 82,890,000. Construction has been ongoing since October 2017, and is currently scheduled to be complete in October 2020.

Prepared by: Rafael Bolon, Project Manager

650.622.7805



# 25<sup>th</sup> Avenue Grade Separation

JPB Board  
March 7, 2019 – Agenda Item# 11

# Agenda

**I. Project Need Benefits & Description**

**II. Construction**

– **Construction Status**

– **Construction Challenges**

**III. Contract and Budget**

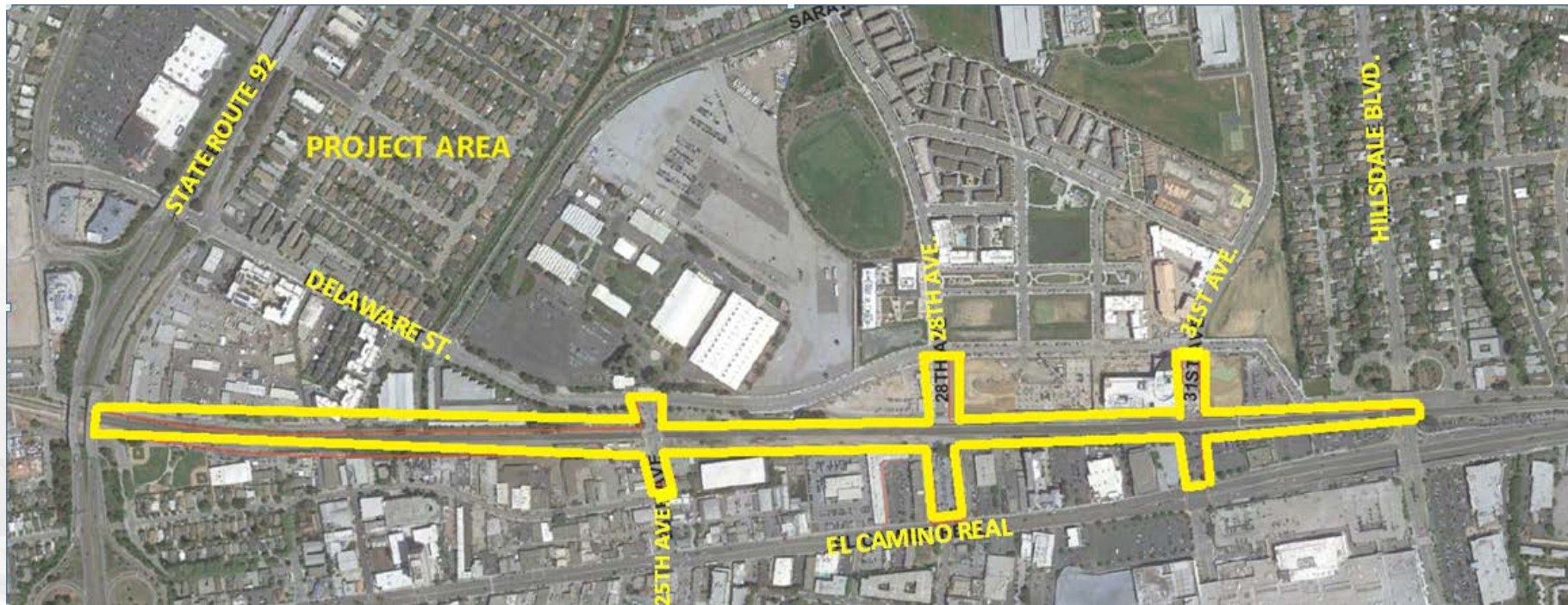




# Project Need, Benefits and Description



# Project Location



## E. 25<sup>th</sup> Ave Railroad Crossing

- 92 Caltrain trains each weekday use this crossing, in addition to freight
- No. 8 on CPUC priority list for railroad crossing safety.

# Project Benefits

- Enhanced E-W connectivity
- Improved pedestrian and motorist safety
- Improved traffic flow
- Fewer system-wide delays
- Support Caltrain electrification
- Improve Customer experience with new Station
- Enable future CAHSR
- Safe rail operations

# Factors Driving Advertisement

- Coordination with PCEP required expedited advertisement:
  - Foundations Constructed as part of 25<sup>th</sup> GS.
  - Poles and wires installed by PCEP

# Risk Factors at Advertisement

- Fiber Optic relocation was pending resolution of negotiations with UPRR
- Funding from CAHSR was pending

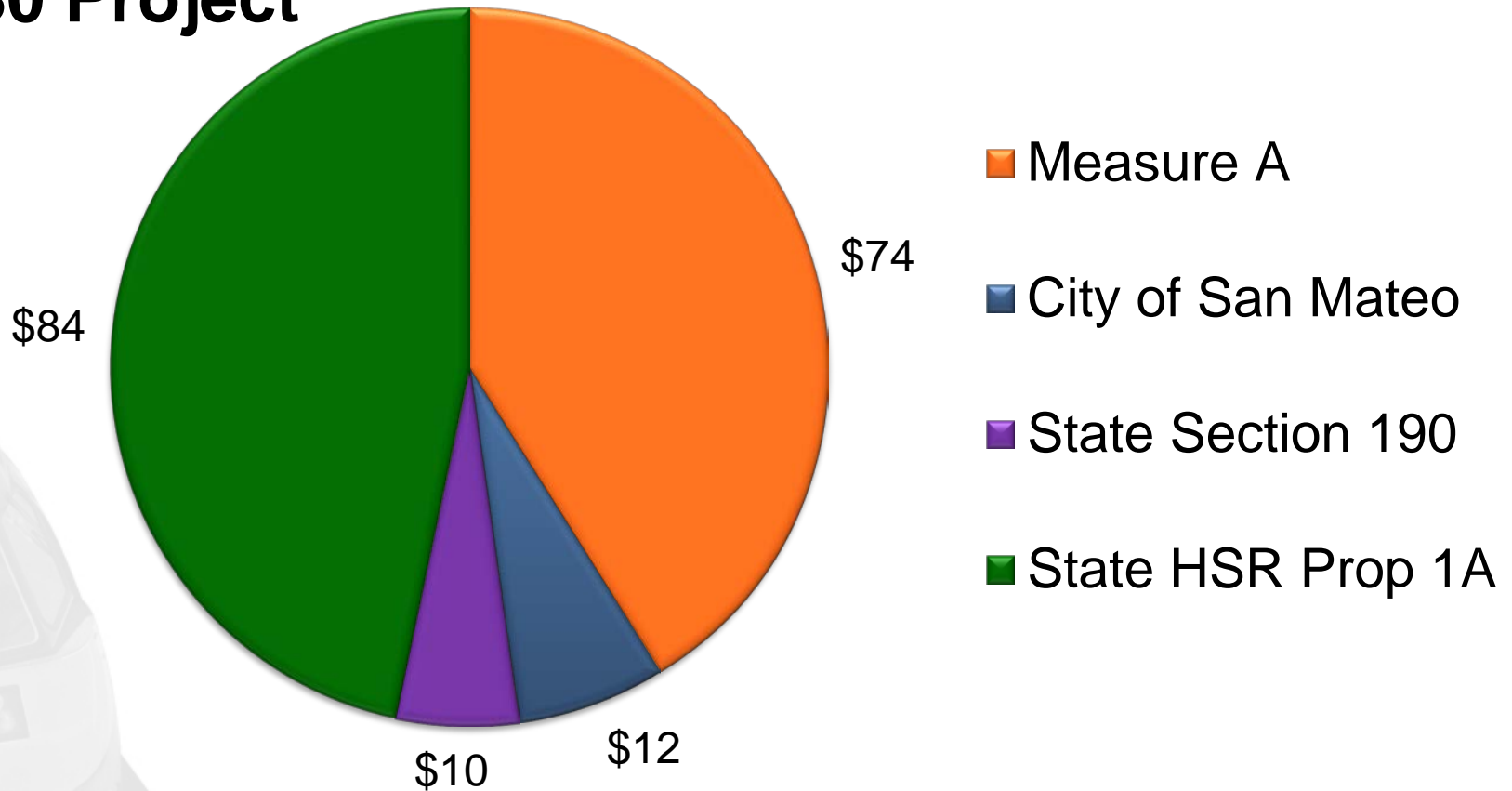
# Contract Award

- Contract Awarded to Shimmick Disney JV July 2017 for \$ 82,890,000
- Original Completion Date Jan. 2020.



# Project Funding, in Millions

\$ 180 Project





# Project Elements

Construct Grade Separation (elevated rails, lowered roads) between Hillsdale Blvd and Highway 92

- Five bridges
- Approx. 1 mile of MSE Wall
- New elevated station at Hillsdale

# Elevated Track





# East-West Connection (28th Ave)



# Relocated Hillsdale Station







# Construction - Status



# Progress

- **Bridges**
  - Beresford Creek Bridge Complete
  - Four (4) remaining Bridges substructure complete; superstructure ongoing.
- **Wall Construction**
  - North of 25<sup>th</sup> Complete this month
  - Betwn 25<sup>th</sup> and 28<sup>th</sup> Ongoing

# Bridges





# MSE Wall







# Construction - Challenges



# Project Impacts

**Utility Relocation** – Major Utility relocations by Utility Companies, including:

- Fiber Optic Duct Bank
- PGE Gas Line
- ATT Communication Duct Bank

**Station** – Relocation and opening delayed by 8 months

# Impacts Due To Fiber Optic





# Working Around Live Fiber



# PG&E Gas Line Relocation









# Contract and Budget



# Contract and Budget

- All impacts from the Fiber Optic delay in 2018 have been addressed and the project schedule has been re-baselined. **Project delayed 8 months.**
- Fiber Optic delays continue
- Return to this board with a recommendation to: increase Contract Authority; No additional budget needed
- No current impact to PCEP





# Questions



# Grade Separation (25th Ave)





# East-West Connection (31st Ave)



PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett  
Executive Director

FROM: Michelle Bouchard  
Chief Operating Officer, Rail

SUBJECT: **CALTRAIN FY2019 2<sup>ND</sup> QUARTER RAIL OPERATIONS PERFORMANCE**

**ACTION**

The report is for information only. No Board action is required at this time.

**SIGNIFICANCE**

The presentation of Caltrain FY2019 2<sup>nd</sup> Quarter Rail Operations Performance summarizes On-Time Performance, Minutes of Delays, Maintenance of Equipment and Fare Enforcement.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

The Rail Operations quarterly report is prepared to provide funding partners, stakeholders, and general public an overview of Caltrain railroad operations performance in the reporting quarter. This provides the following information:

- On-time performance
- Major causes and significance of delays
- Proof-of-Payment

Prepared by: Joe Navarro, Deputy Chief  
Yu Hanakura, Senior Planner

650.508.7792  
650.508.7700



# FY 2019 2<sup>nd</sup> Quarter Rail Operations Performance

Board of Directors  
March 7<sup>th</sup>, 2019  
Agenda Item #12 (a)

# Presentation Outline

- **On-Time Performance**
- **Delays**
  - **Major causes**
  - **Significance**
  - **Correlation between mechanical delays and Maintenance of Equipment (M of E)**
- **Fare Enforcement**
- **Ridership**

# On-Time Performance (OTP)

- **On-Time = train arrives no later than 5' 59" from the scheduled arrival time at end-line locations (SF, SJ, Tamien, and Gilroy)**
- **Goal: 95% of trains on-time at end-line locations**
- **OTP Tracked daily and monthly**

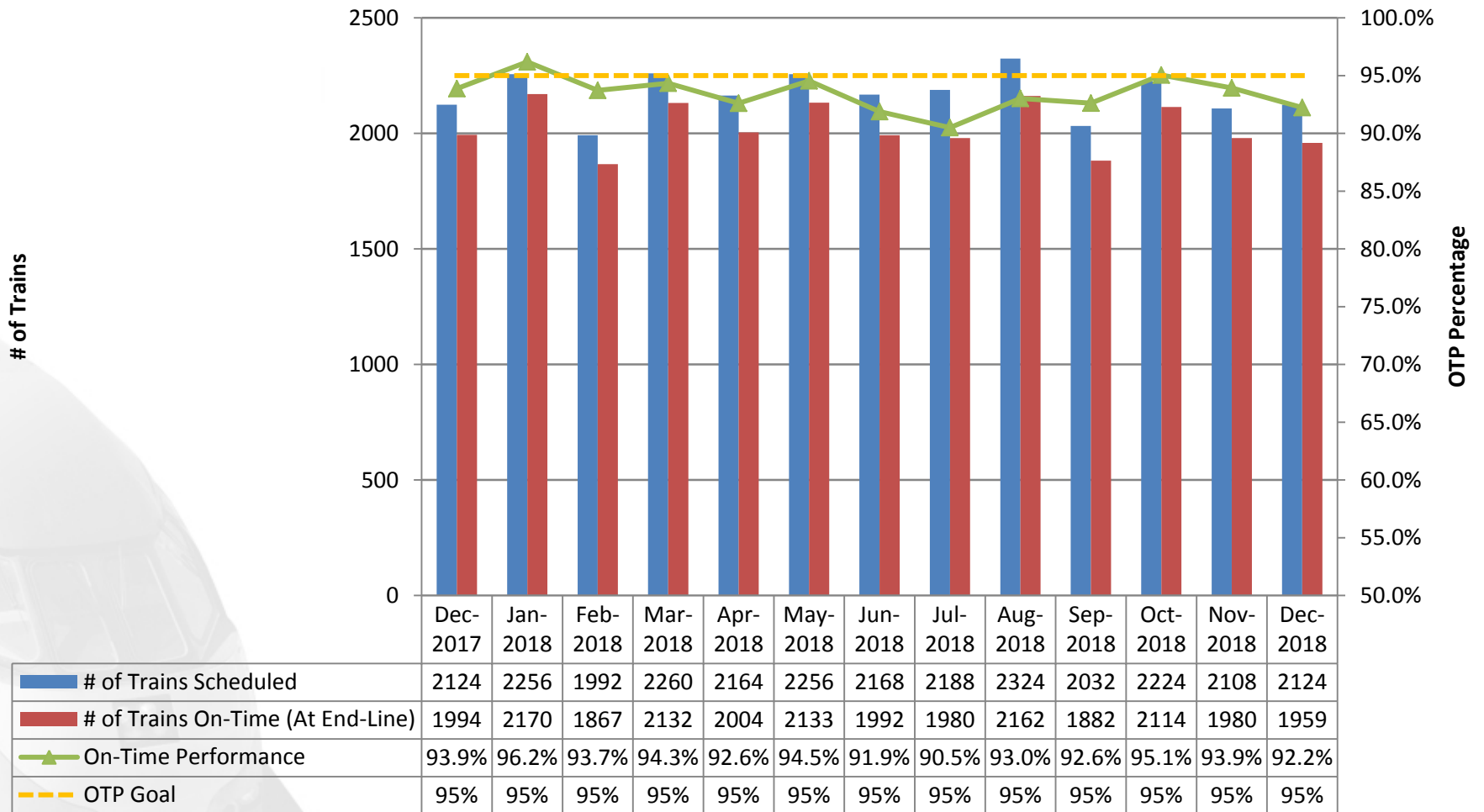


# On-Time Performance (OTP)

- **Major factors affecting train OTP:**
  - **Major incidents (fatality, vehicle strike/on track, trespassers, wayside fires, etc.)**
  - **Condition of infrastructure (track, civil, systems)**
  - **Condition of equipment (locomotives and coaches)**
  - **Capital projects**
  - **Passengers**



# Monthly OTP Summary



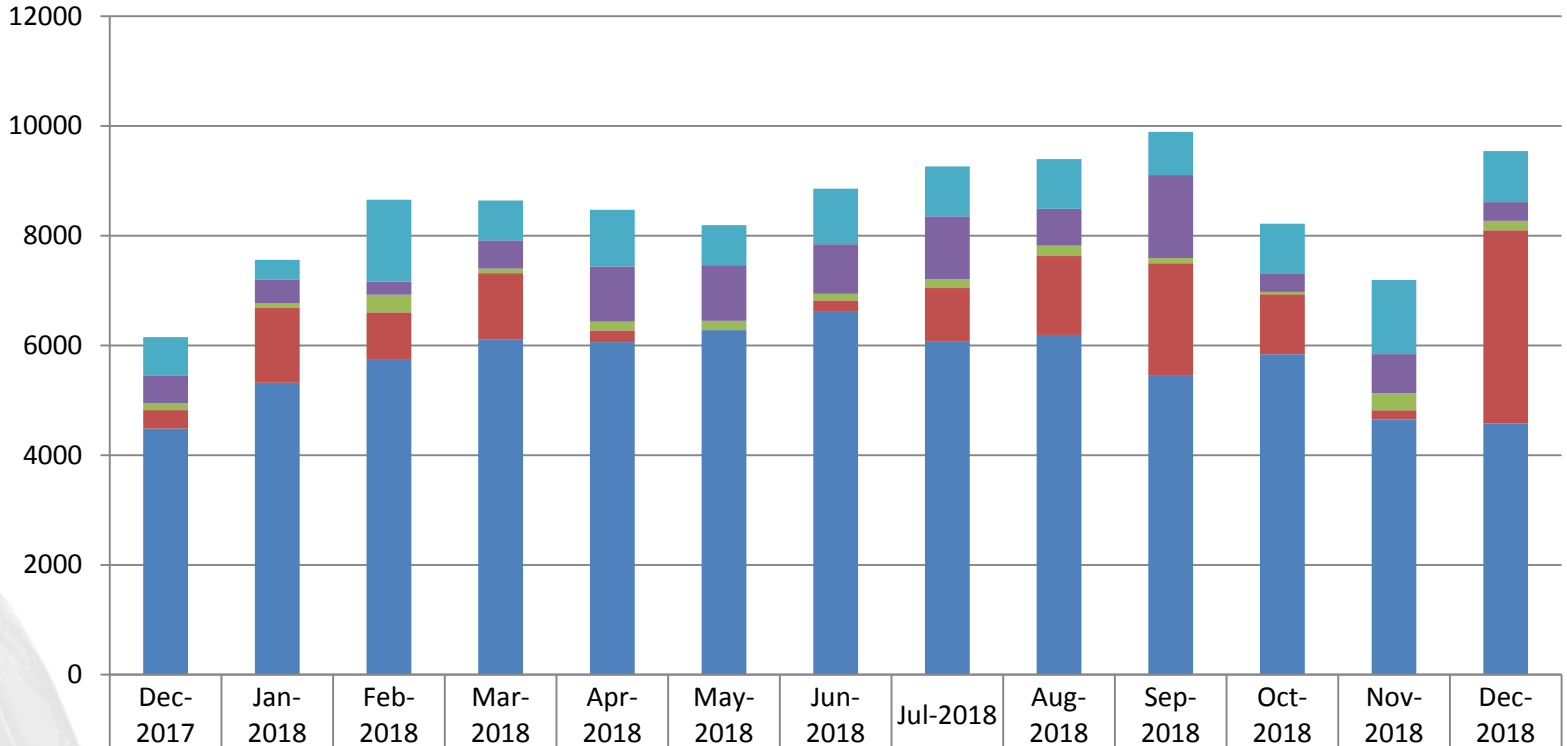
# 5 Main Categories of Delays

- **On-Board/Passenger**
- **Major Incidents**
- **Maintenance of Infrastructure**
- **Maintenance of Equipment (M of E)**
- **Capital Projects**

# 5 Main Categories of Delays

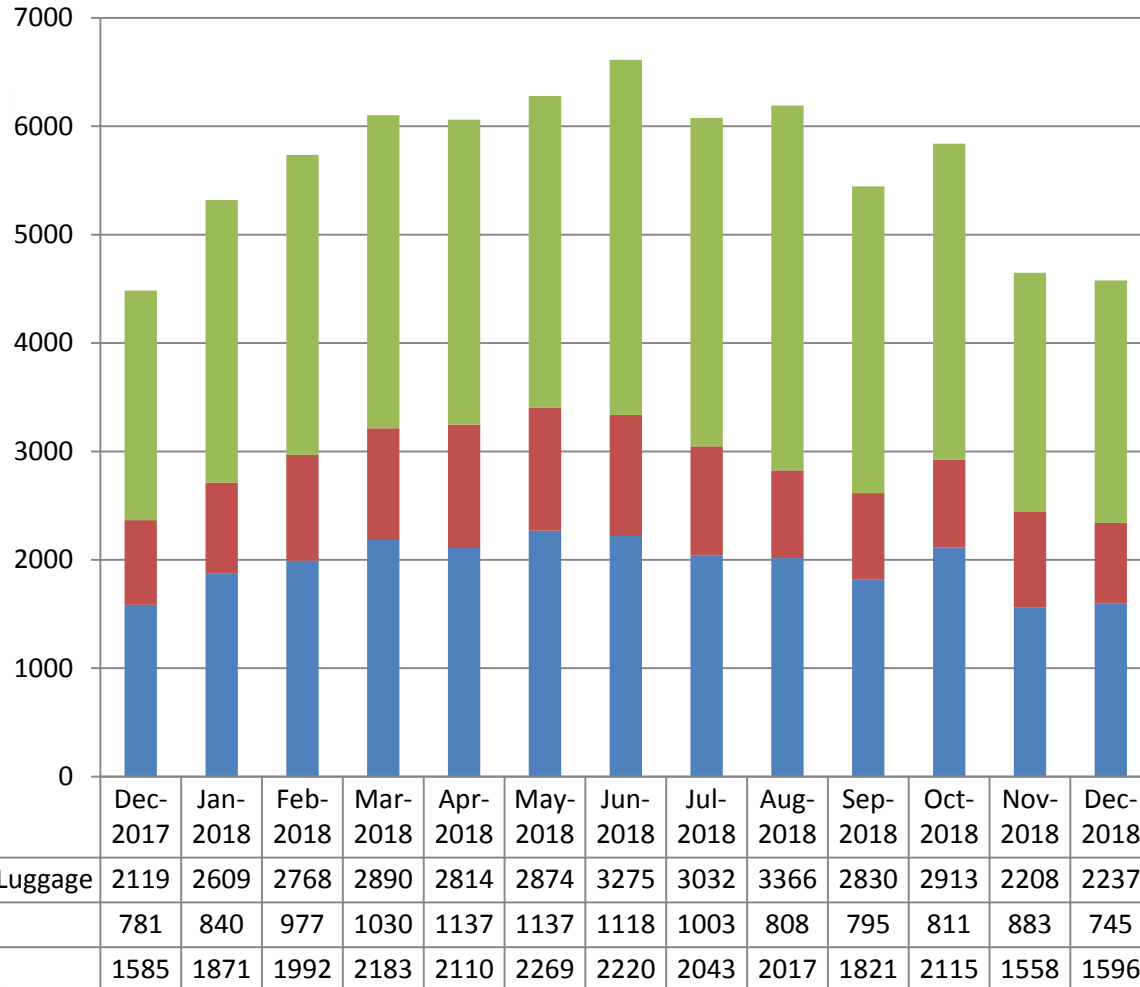
Category/Type	Descriptions
<b>On-Board/Passenger</b>	<ul style="list-style-type: none"> <li>• Bicycles</li> <li>• PNAs</li> <li>• Large crowds, slow loading, and luggage</li> </ul>
<b>Major Incidents</b>	<ul style="list-style-type: none"> <li>• Fatality</li> <li>• Trespasser Strike</li> <li>• Vehicle Strike</li> <li>• Vehicle on Track</li> </ul>
<b>Maintenance of Infrastructure</b>	<ul style="list-style-type: none"> <li>• Crossings and signals (C &amp; S)</li> <li>• Track</li> </ul>
<b>Maintenance of Equipment (M of E)</b>	<ul style="list-style-type: none"> <li>• Door Failure</li> <li>• Engine Failure</li> <li>• UDE</li> <li>• Wheel Chair Lift</li> <li>• Air Issue</li> <li>• HEP</li> </ul>
<b>Capital Projects</b>	<ul style="list-style-type: none"> <li>• Single track</li> <li>• Slow orders</li> </ul>

# Delay Minutes – Monthly

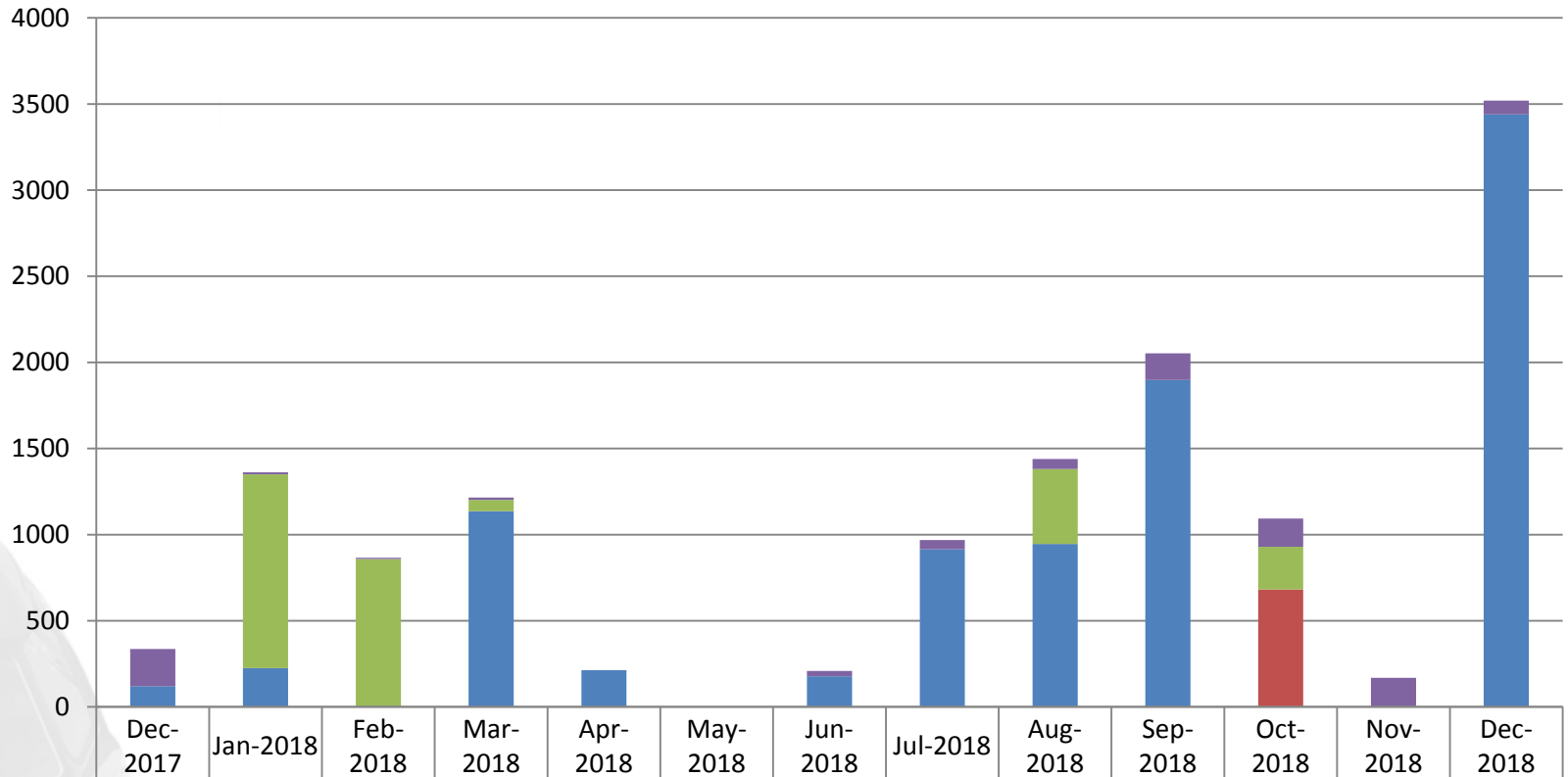


	Dec-2017	Jan-2018	Feb-2018	Mar-2018	Apr-2018	May-2018	Jun-2018	Jul-2018	Aug-2018	Sep-2018	Oct-2018	Nov-2018	Dec-2018
Capital Project	707	357	1491	726	1030	729	1010	908	909	788	914	1349	929
M of E	499	439	240	515	1007	1014	905	1144	669	1514	329	711	343
Infrastructure	124	83	322	81	160	170	119	163	190	92	43	313	172
Major Incidents	336	1362	866	1215	213	0	209	969	1439	2053	1093	169	3520
On-Board/Passenger	4485	5320	5737	6103	6061	6280	6613	6078	6191	5446	5839	4649	4578

# On-Board Passenger Delay Minutes

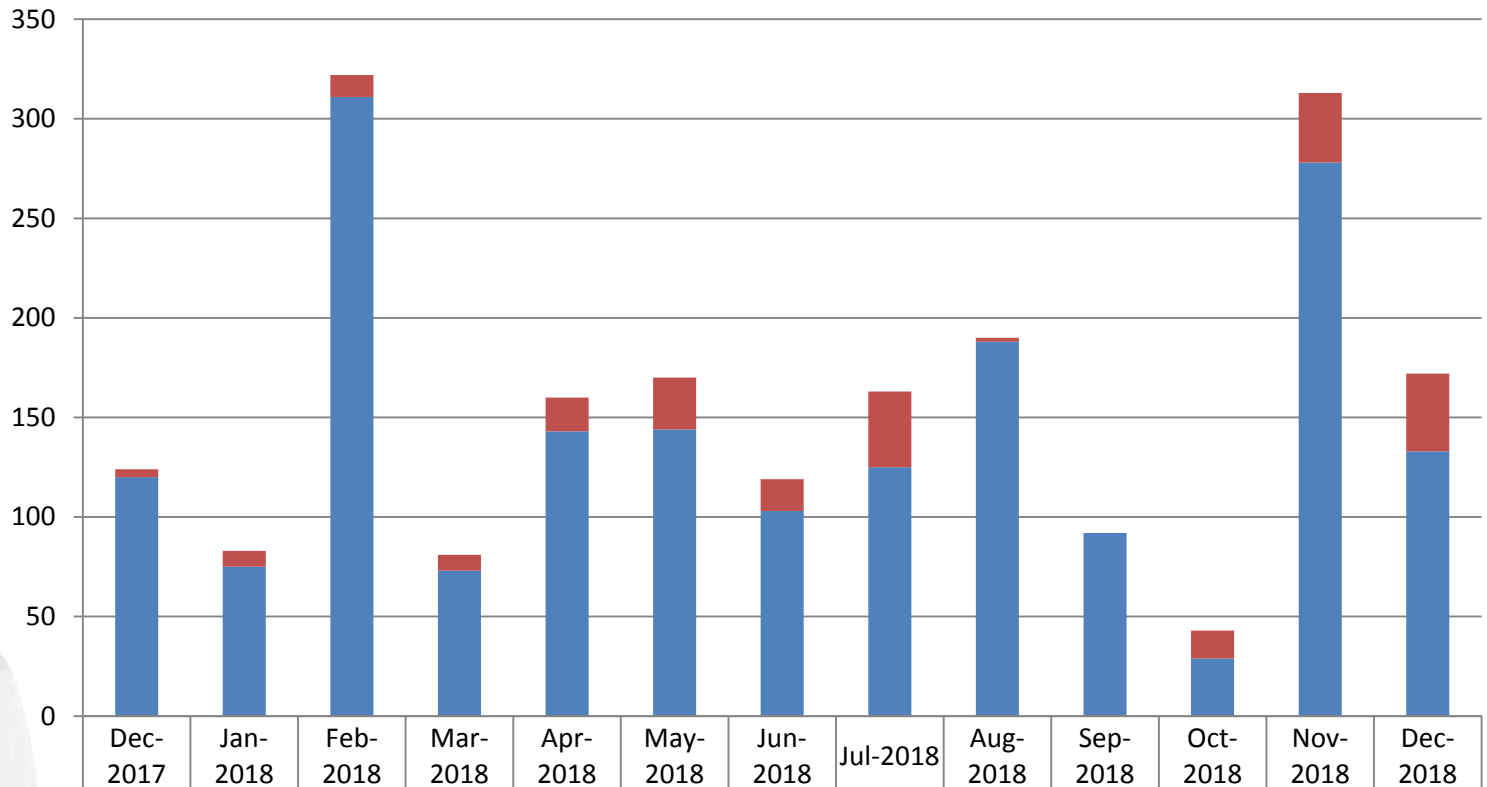


# Major Incident Delay Minutes



	Dec-2017	Jan-2018	Feb-2018	Mar-2018	Apr-2018	May-2018	Jun-2018	Jul-2018	Aug-2018	Sep-2018	Oct-2018	Nov-2018	Dec-2018
■ Vehicle on Track	215	12	7	13	0	0	31	54	58	155	163	167	80
■ Vehicle Strike	0	1125	859	66	0	0	0	0	435	0	248	0	0
■ Trespasser Strike	0	0	0	0	0	0	0	0	0	0	682	2	0
■ Fatality	121	225	0	1136	213	0	178	915	946	1898	0	0	3440

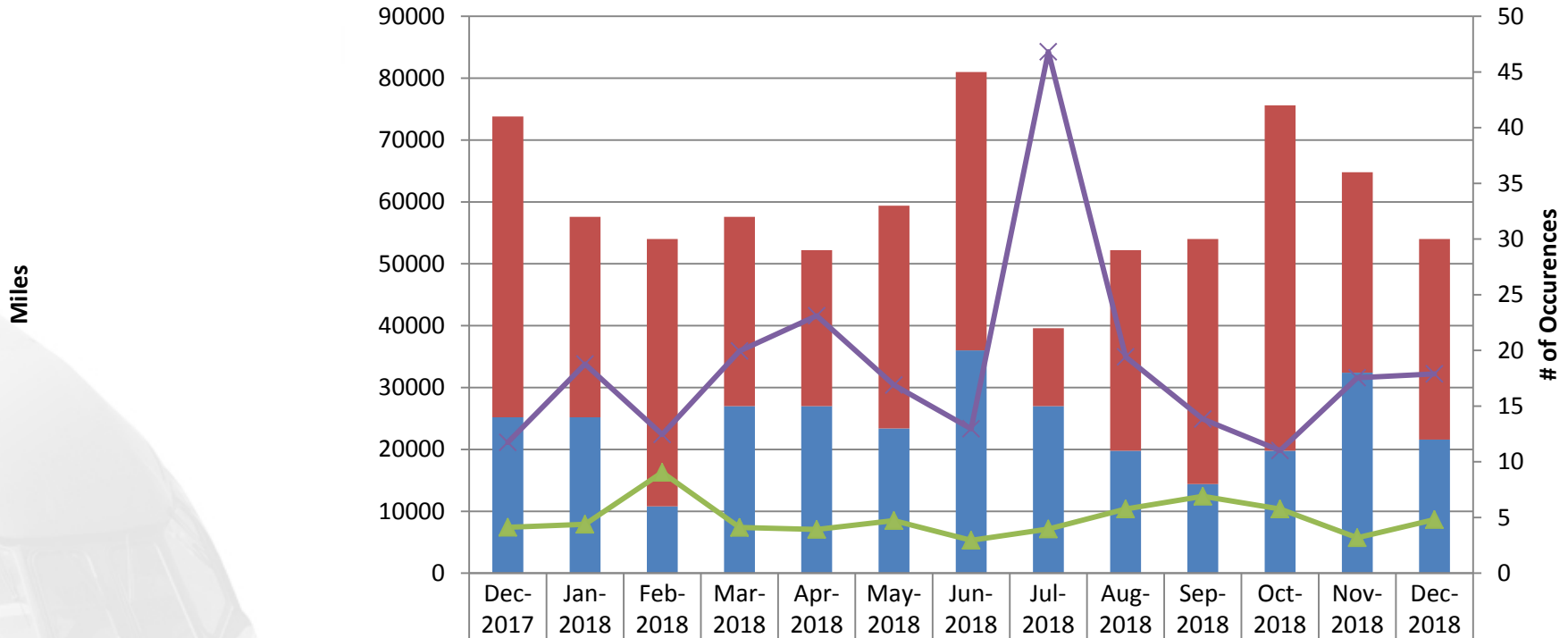
# Maintenance of Infrastructure Delay Minutes



	Dec-2017	Jan-2018	Feb-2018	Mar-2018	Apr-2018	May-2018	Jun-2018	Jul-2018	Aug-2018	Sep-2018	Oct-2018	Nov-2018	Dec-2018
Track	4	8	11	8	17	26	16	38	2	0	14	35	39
Crossings & Signals (C&S)	120	75	311	73	143	144	103	125	188	92	29	278	133

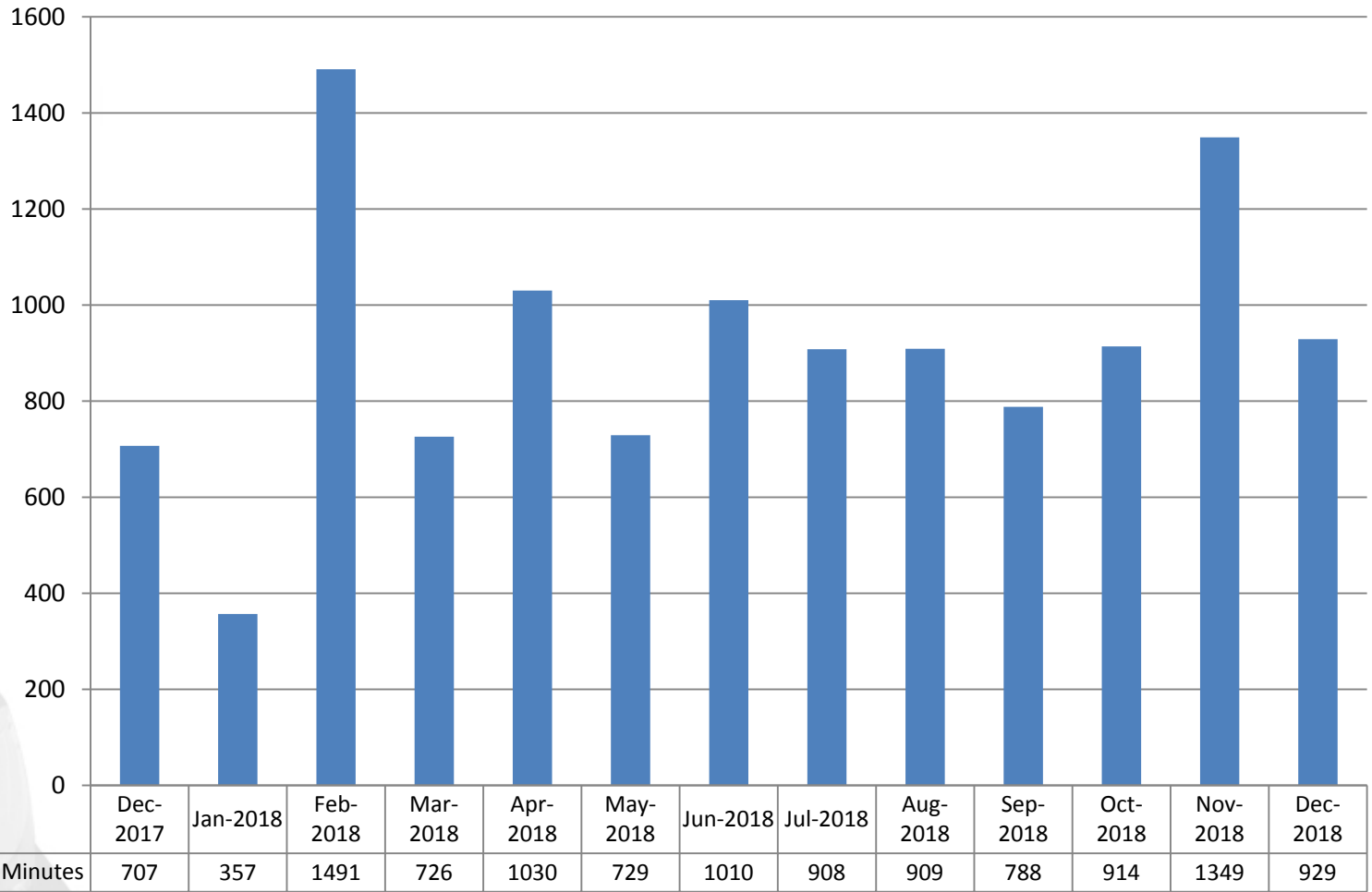


# M of E – Mean Distance Between Failure (MDBF)



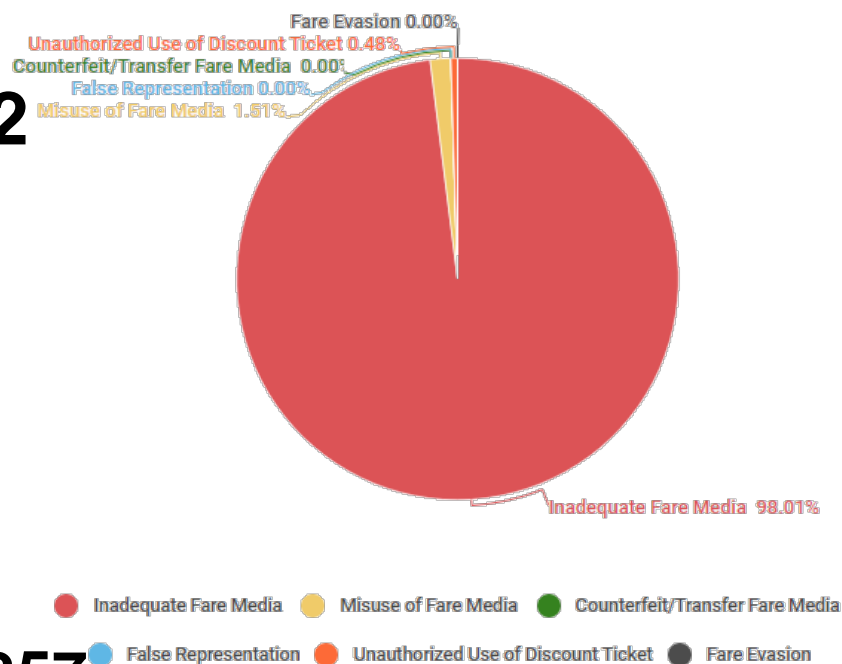
# of Service Failure (Coaches & Cabs)	27	18	24	17	14	20	25	7	18	22	31	18	18
# of Service Failure (Locomotives)	14	14	6	15	15	13	20	15	11	8	11	18	12
MDBF - Locomotives	7427	7903	16288	7392	7070	8508	5319	7138	10375	12420	10373	5740	8667
MDBF - Coaches and Cabs	21131	33792	22412	35908	41610	30403	23325	84261	34953	24913	19829	31578	32199

# Capital Projects Delay Minutes

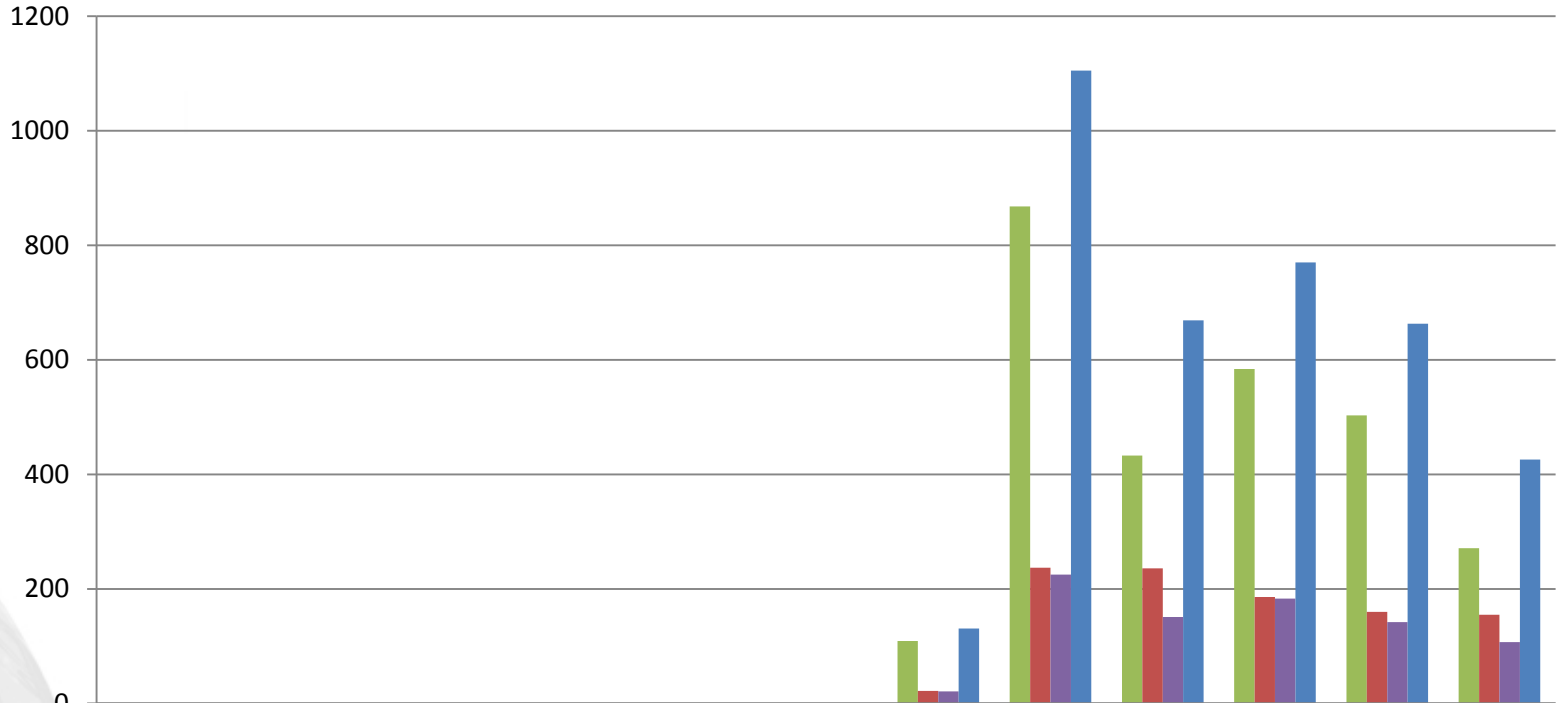


# Fare Enforcement

- **Total Notice of Violations for Fare Evasion Given for Q2 FY18/19: 1859**
  - Closed: 1358
  - Open: 501
  - Delinquent: 432
  - Total Appeals: 599
    - Appeals granted: 357

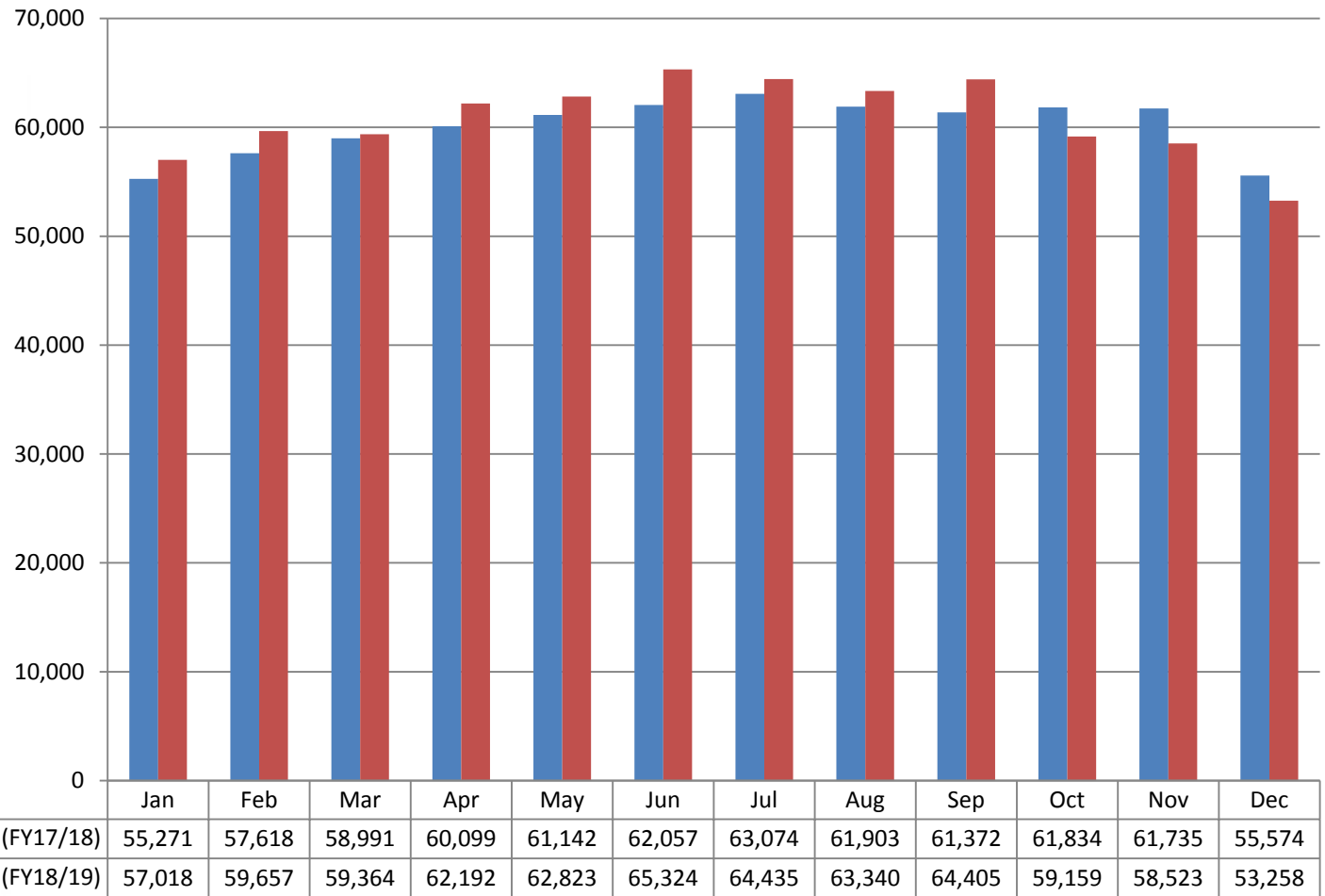


# Fare Enforcement



	Dec-2017	Jan-2018	Feb-2018	Mar-2018	Apr-2018	May-2018	Jun-2018	Jul-2018	Aug-2018	Sep-2018	Oct-2018	Nov-2018	Dec-2018
Closed	0	0	0	0	0	0	0	109	868	433	584	503	271
Open	0	0	0	0	0	0	0	22	237	236	186	160	155
Deliquent	0	0	0	0	0	0	0	21	225	151	183	142	107
# of Citations Issued	0	0	0	0	0	0	0	131	1105	669	770	663	426

# Average Weekday Ridership



# Questions

**PENINSULA CORRIDOR JOINT POWERS BOARD**  
**STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett  
Executive Director

FROM: Carter Mau  
Deputy General Manager/CEO

SUBJECT: **SAFETY AND SECURITY QUARTERLY PERFORMANCE REPORTS**

**ACTION**

Staff Coordinating Council recommends the Board receive the quarterly Safety and Security performance reports. No action required.

**SIGNIFICANCE**

Staff will provide quarterly performance updates on Safety and Security which encompasses services provided by the San Mateo County Sheriff's Office. Key performance indicators will give the board an overview of significant reportable events.

**BUDGET IMPACT**

There is no fiscal impact.

**BACKGROUND**

The Safety and Security quarterly performance reports will give stakeholders an overview of key performance indicators from the previous quarter. The safety section will encompass employee, contractor, and passenger safety along with customer safety concerns. The transit Police Bureau will present details on law enforcement services including calls for service, response times, trespasser incidents, grade crossing accidents, community education, and quality of life issues.

Prepared by:

Jenny Le, Management Analyst, Transit Police Bureau	650.622.8050
Bill Grizard, Director Safety and Security	650.622.7856
Victoria O'Brien, Lieutenant, Transit Police Bureau	650.622.8045



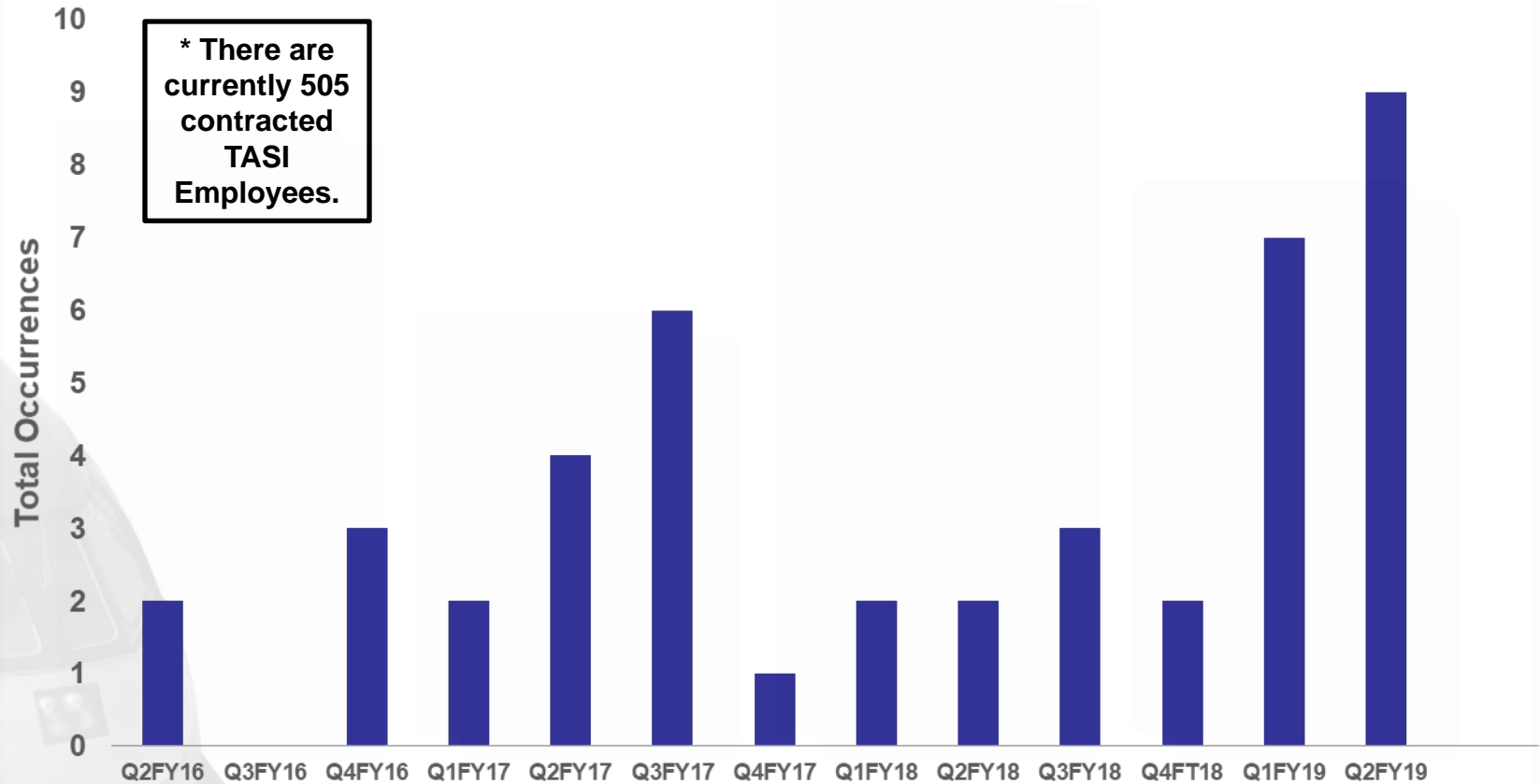
# Quarterly Safety and Security Performance FY 2019 - Second Quarter October – December 2018

Board of Directors  
March 7, 2019  
Agenda Item 12 (b)



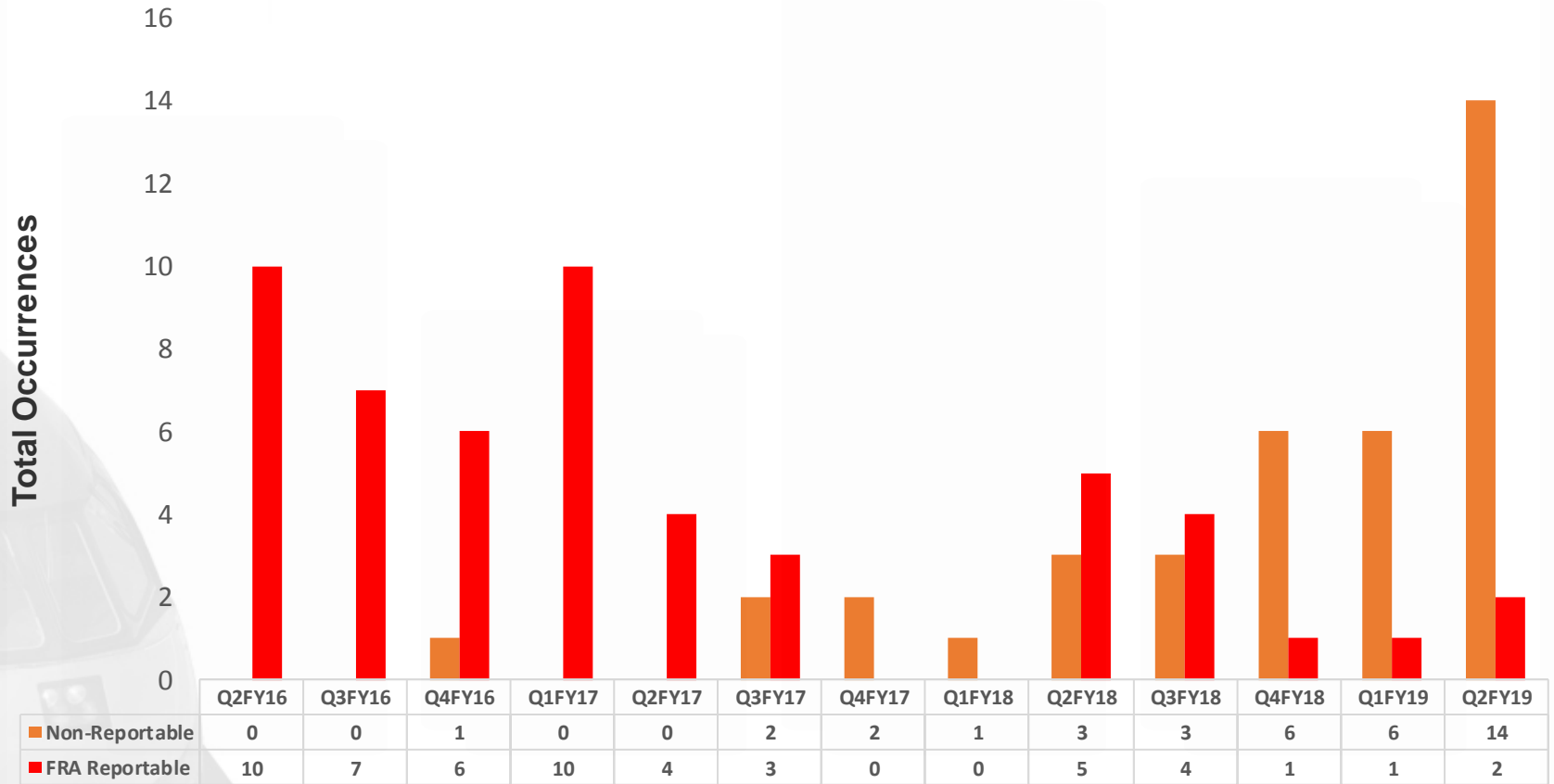
# Safety

## Employee Reportable Injuries (TASI)



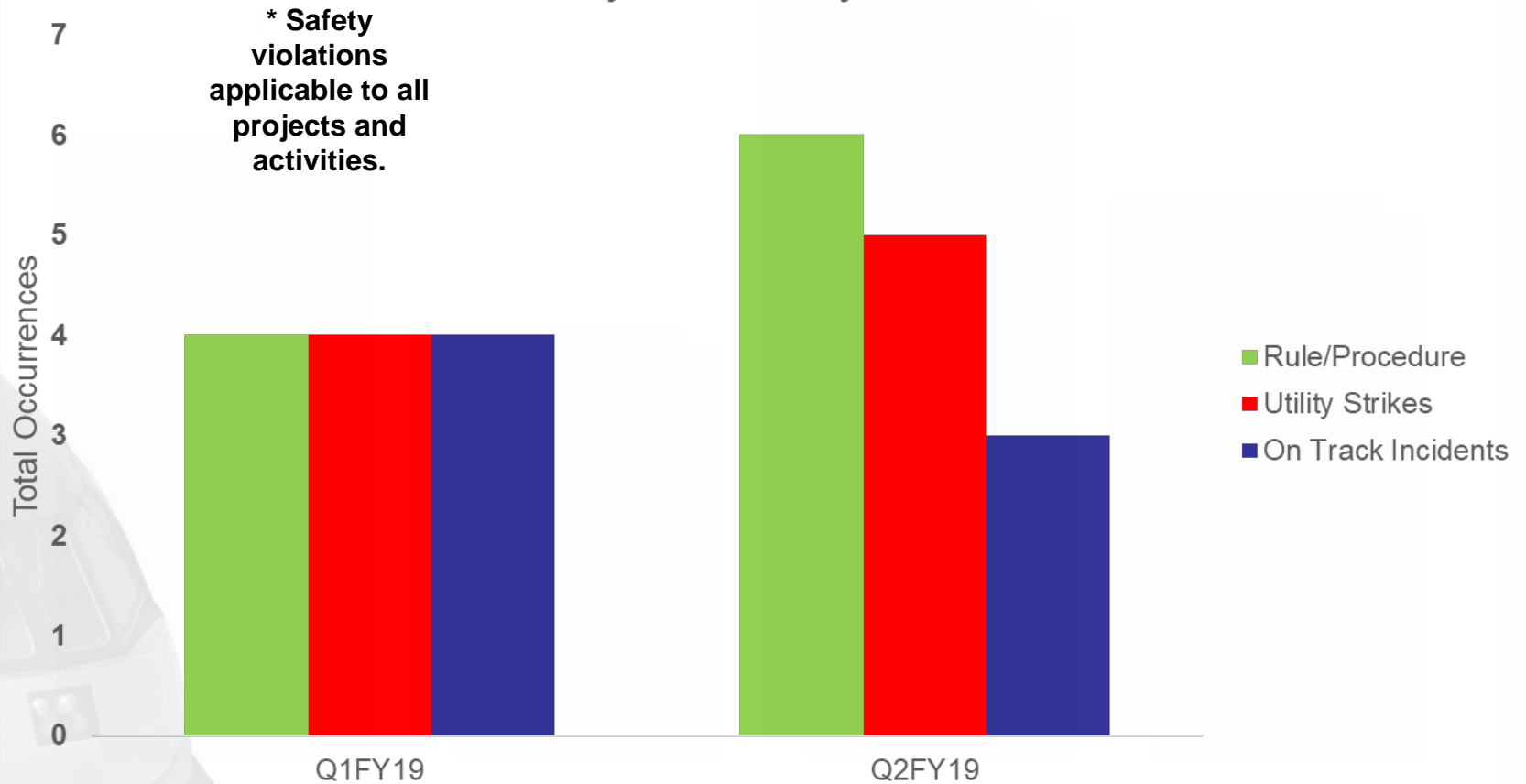
# Safety

## Passenger Injuries



# Safety

## Quarterly Rail Safety Violations



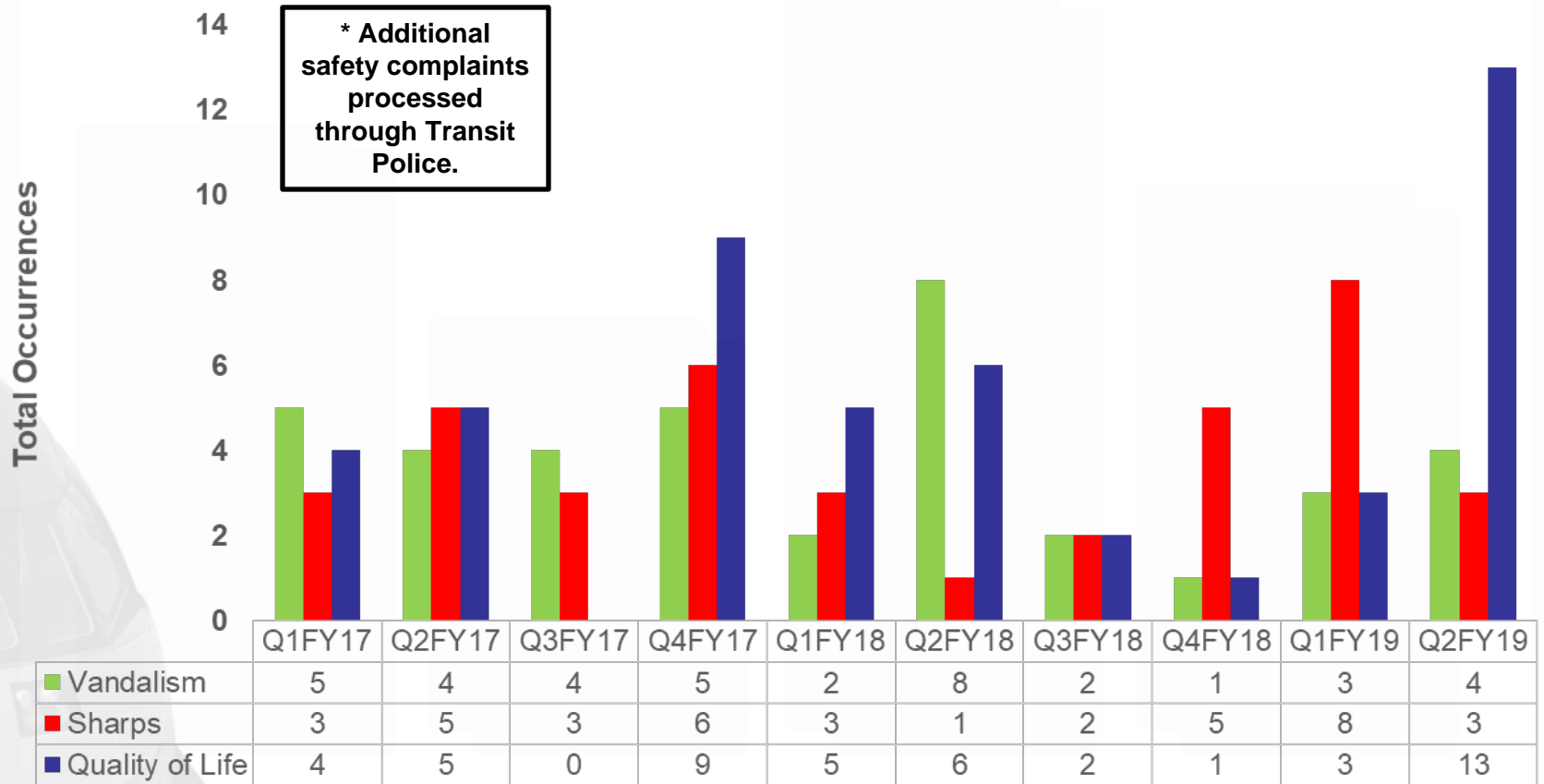
# Safety

## Contractors (PCEP)



# Safety

## Customer Safety Complaints

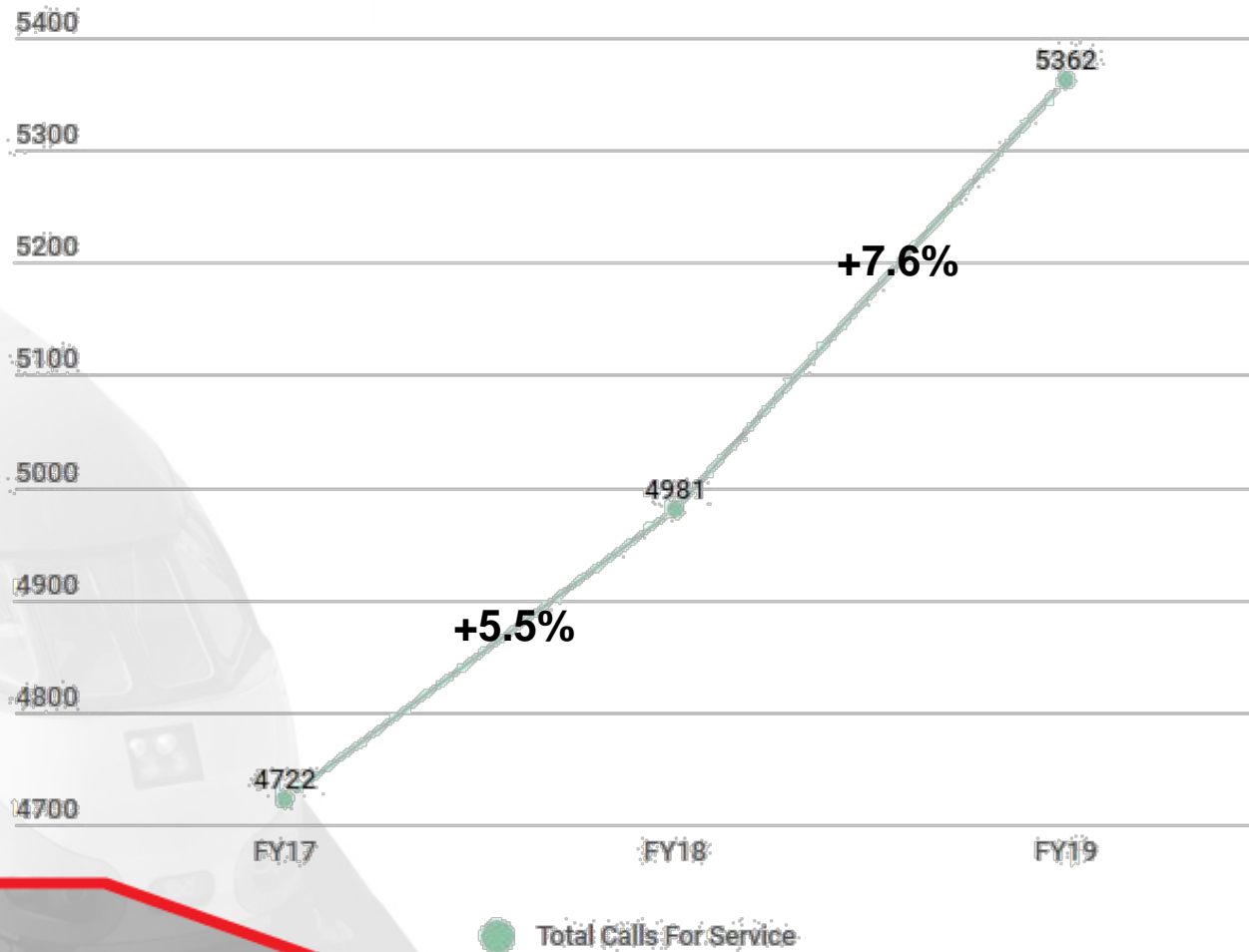




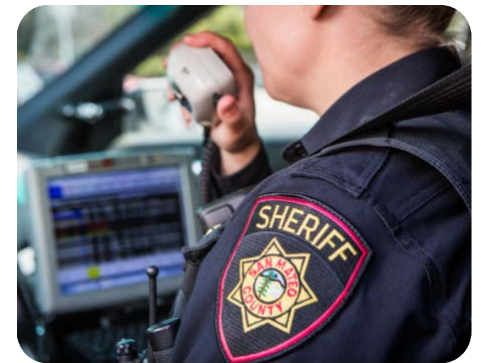
# Transit Police Bureau

- **Contracted Law Enforcement Services - San Mateo County Sheriff's Office**
  - **20 hour contract**
  - **77 Miles of Track**
  - **32 Stations**
  - **2 Teams**
    - **1 Sergeant (1000-2200 hrs.)**
    - **2 Deputies (0500-1700 hrs.)**
    - **2 Deputies (1300-0100 hrs.)**

# Transit Police Calls for Service

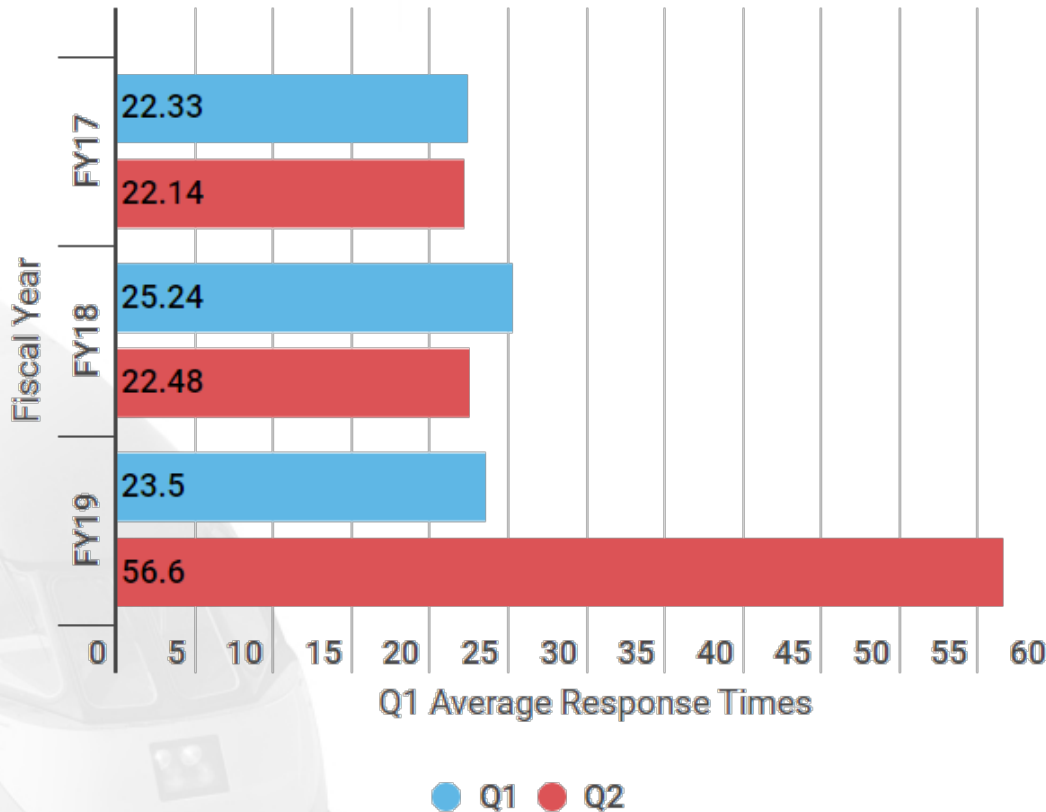


**Total increase of 13.1% within the last two years**



\*Semiannual Stats (Q1 and Q2)

# Transit Police Response Times



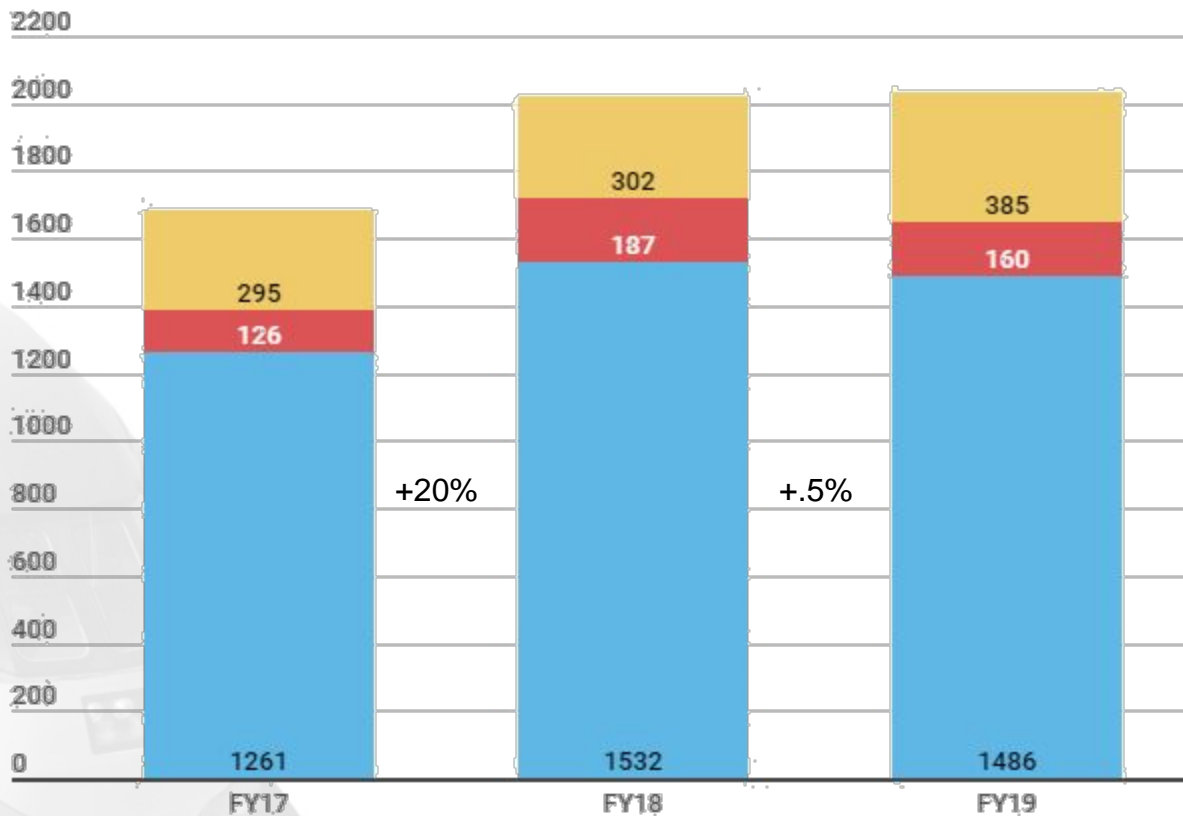
Average Response Times			
Fiscal Year	Q1	Q2	Change
FY17	22.33	22.14	-0.19
FY18	25.24	22.48	-2.76
FY19	23.5	56.6	33.1

**Due to increase in calls for service and traffic congestion Q2FY19 response time increased by 33 Minutes.**

\*Response times for Priority 1 calls is lower than the average response times



# Transit Police Visibility Statistics



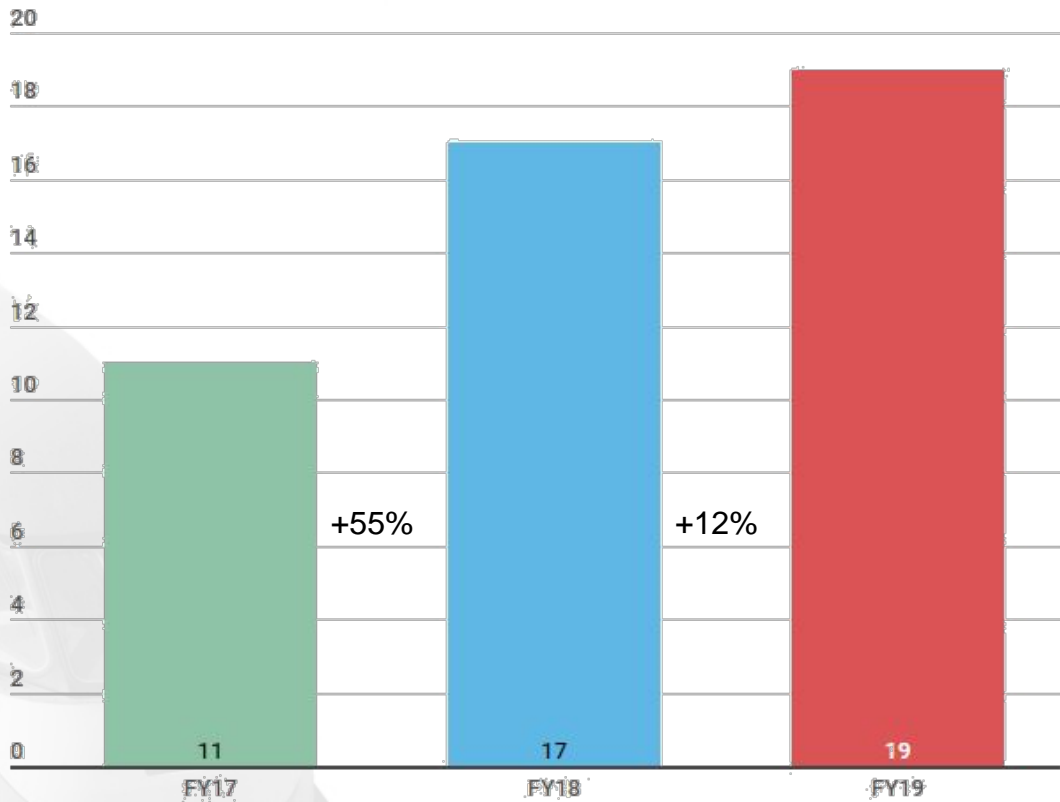
**Proactively conducting**

- Station Checks
- Subject Stops
- Dispersals

**Total activity increased by .5%**

\*Semiannual Stats (Q1 and Q2)

# Behavioral Health Interventions

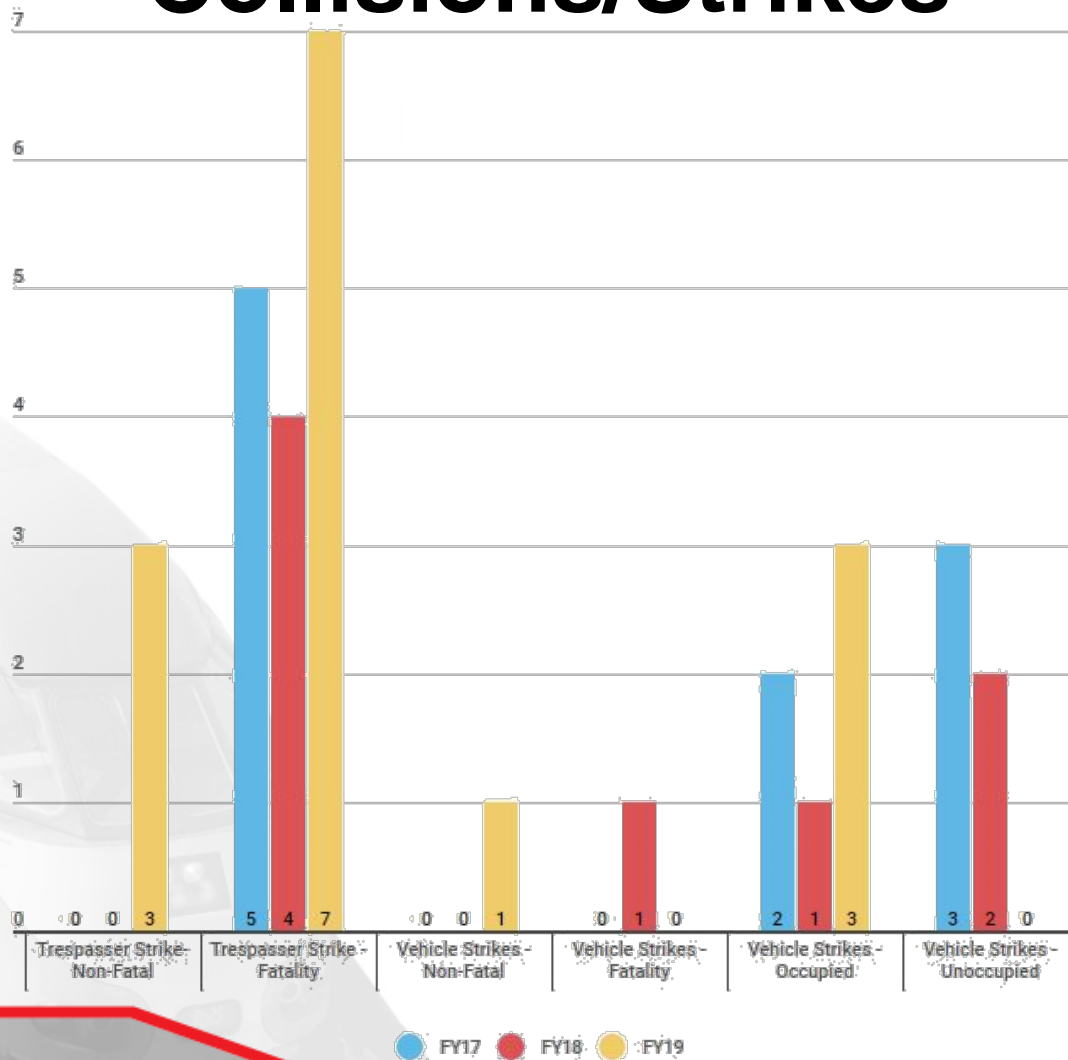


Year	Total Interventions
FY17	11
FY18	17
FY19	19

All Transit Police Staff have completed Crisis Intervention Training

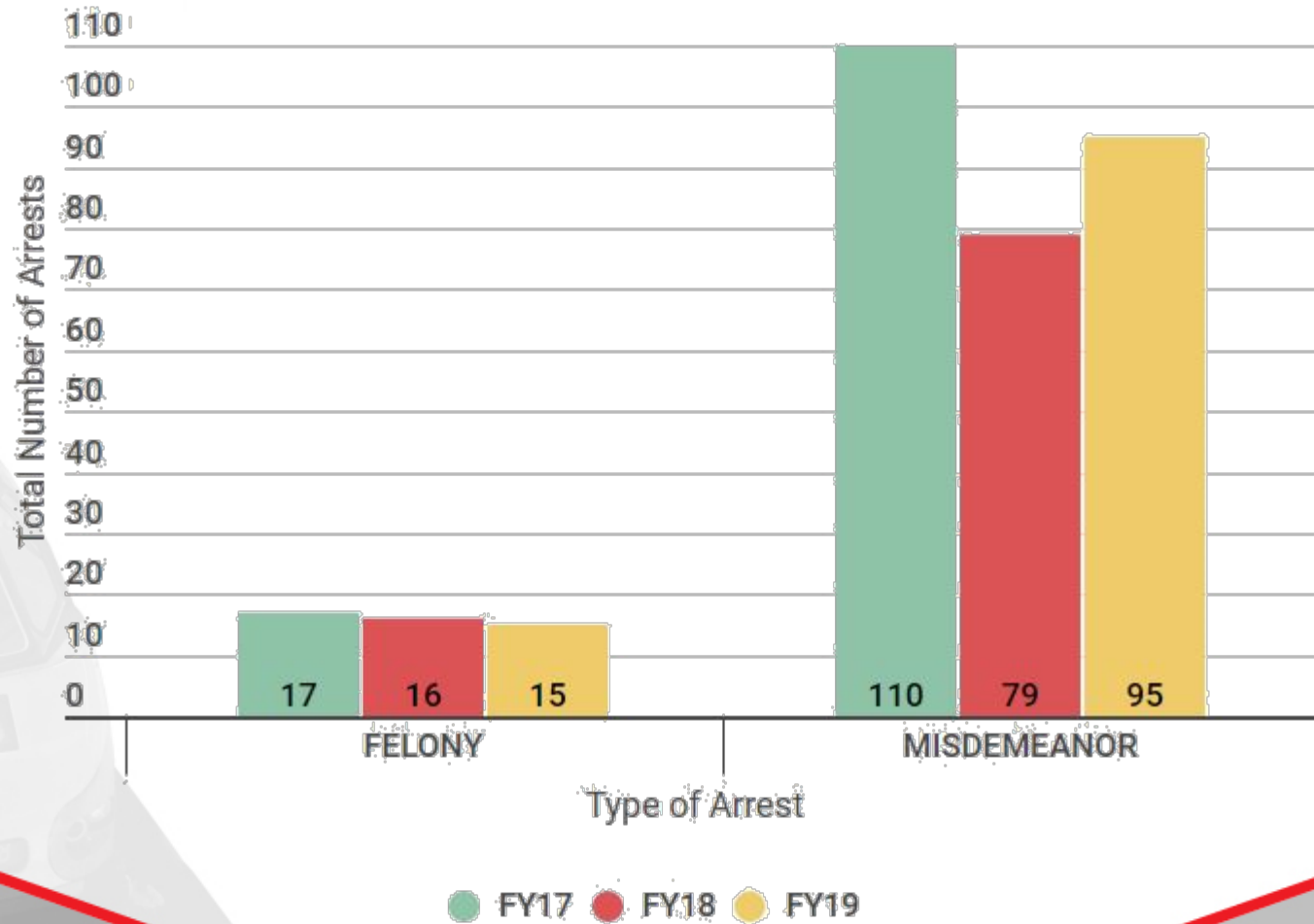
\*Semiannual Stats (Q1 and Q2)

# Collisions/Strikes



	FY17	FY18	FY19
Trespasser Strike- Non-Fatal	0	0	3
Trespasser Strike - Fatality	5	4	7
Vehicle Strikes - Non-Fatal	0	0	1
Vehicle Strikes - Fatality	0	1	0
Vehicle Strikes - Occupied	2	1	3
Vehicle Strikes - Unoccupied	3	2	0

# Arrests





# **Railway Safety: Education, Enforcement & Training**

- **Education:**
  - Operation Clear Track, Redwood City
  - 14 High Intensity Strategic Enforcement Citations
  - 45 Informational Pedestrian Stops
- **Enforcement:**
  - 183 Citations: High Intensity Strategic Enforcement
- **Trainings:**
  - July 19, Yearly Emergency Exercise
  - K-9 EOD Training

## **Quality of Life: Transit Police Special Enforcement Team**

- **City and County of San Francisco**
  - **San Francisco Homeless Outreach Team**
    - ✓ Tunnel 1 Encampment, San Francisco
    - ✓ Tunnel 3 Encampment, San Francisco
- **County of San Mateo**
  - **Redwood City Project SAFE**
    - ✓ 30 Truants Contacted
    - ✓ Sheriff's Office Psychiatric Emergency Response Team
- **County of Santa Clara**
  - **HomeFirst, Homelessness Response Team**

JPB BOARD MEETING  
March 7, 2019

Correspondence Packet as of  
February 28, 2019, 11:00 a.m.

**From:** Shengpu Liu  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** we need seats within view of bikes AND more bike capacity on longer trains  
**Date:** Wednesday, February 27, 2019 6:11:04 PM

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Hi Board,

I'm a bike rider in caltrain. Thanks for planning a public process on car layout for electric trains and planning to run seven-car (instead of six-car) electric trains

As a bike rider, I just want to emphasize that we need seats within view of bikes and need more bike capacity.

Thanks  
Shengpu



**From:** Rich Schwerin  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net); [Rich Schwerin](#); [Cedric Cedric](#)  
**Subject:** We need seats within view of bikes & more bike capacity on longer trains  
**Date:** Wednesday, February 27, 2019 12:15:28 PM

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Hello Caltrain board,

As a lifelong bike-on-Caltrain commuter (I was part of the original pilot program, circa '93 or '94, when we had paper "permits" issued from Diridon, and there was a single bike car with 2 racks (8 bike capacity)), I thank you for your dedication to expanding multi-modal commute opportunities on the train. It's come a long way!

Thank you also for planning a public process on car layout for electric trains, as it's imperative that bicyclists have seats within view of their bikes. I also thank you for planning to run seven car (instead of six car) electric trains, which will be a huge improvement.

Please remember that seven car trains will be 84 bike spaces per train to meet the board-mandated 8-to-1 ratio of seats-to-bike spaces. Today's diesel trains have, on average 77 bike spaces per train. Bike riders are often bumped today, so we'll need more bike capacity in 2022 when electric trains start running.

Thank you for your consideration of my comments.

Thanks,  
Rich Schwerin  
San Carlos, CA

**From:** Jason Roesslein  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** The most efficient means of transportation!  
**Date:** Wednesday, February 27, 2019 12:10:11 PM

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Hey team,

Very excited about the upcoming implementation of electric trains, and just wanted to comment about making it even more awesome by promoting and encouraging the use of bicycles in conjunction with the train to create the most efficient and responsible means of transportation we can.

I'm sure there are numerous design constraints at play, but I would just like to encourage you to prioritize space and visibility for cyclists, who are trying to do their part to create a happy, healthy, and efficient, community.

Thanks for all of your hard and noble work,  
Jason

**From:** Gary Downing  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Thank you for considering Bicyclist for future electric train planning!  
**Date:** Wednesday, February 27, 2019 9:39:44 AM

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Thank you Caltrain for planning a public process on car layout for electric trains, and planning to run seven-car (instead of six-car) electric trains!

As a bike rider, we need seats within view of bikes. Seven-car trains need 84 bikes spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces.

Caltrain diesel trains today have 77 bike spaces per train on average.

Remember that bike riders are often bumped today, so we'll need **more bike capacity in 2022 when electric trains start running!**

Best, Gary Downing

**From:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**To:** "Nelson, Brian"  
**Cc:** [Seamans, Dora; Khoury, Elias](mailto:Seamans.Dora@samtrans.com)  
**Subject:** RE: Taxi Zone on Crandall Street  
**Date:** Wednesday, February 20, 2019 9:34:00 AM

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Hello Brian,

Per staff, there is no agreement with the City regarding this taxi zone. It is on JOB property.

Please contact me with any additional questions.

Thanks,  
Cindy Gumpal

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**From:** Nelson, Brian [mailto:Brian.Nelson@sanjoseca.gov]  
**Sent:** Tuesday, February 19, 2019 10:03 AM  
**To:** Board (@caltrain.com)  
**Cc:** Seamans, Dora; Khoury, Elias  
**Subject:** RE: Taxi Zone on Crandall Street

Hi Cindy,

Are you aware of any agreement with the City regarding this taxi zone?

Thanks.

Brian Nelson  
City of San Jose  
Department of Transportation  
200 E. Santa Clara Street - 7th Floor  
San Jose, CA 95113  
408-975-3278

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**From:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Sent:** Monday, February 18, 2019 3:35 PM  
**To:** Nelson, Brian <[Brian.Nelson@sanjoseca.gov](mailto:Brian.Nelson@sanjoseca.gov)>  
**Cc:** Seamans, Dora <[SeamansD@samtrans.com](mailto:SeamansD@samtrans.com)>  
**Subject:** RE: Taxi Zone on Crandall Street

Hello,  
Thank you for your email.

A work order has been issued to replace the missing taxi sign.

Please contact me if you have any other questions or concerns.

Thank you,

Cindy Gumpal  
[gumpalc@samtrans.com](mailto:gumpalc@samtrans.com)  
650-508-6279

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**From:** Nelson, Brian [mailto:Brian.Nelson@sanjoseca.gov]  
**Sent:** Monday, February 11, 2019 11:33 AM  
**To:** Board (@caltrain.com)  
**Subject:** Taxi Zone on Crandall Street

Hi,

Near the Diridon Station, there is a Taxi Zone on Crandall Street that appears to be on property owned by the Peninsula Corridor Joint Powers Board.

We noticed there is a missing taxi sign on one of the poles, and the existing taxi sign looks different than the type of sign the City uses for taxi zones. Could you please confirm if this is maintained by the JPB or the City, and if there is any agreement?

Thank you.

**From:** Rose Rustowicz  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Protect Caltrain bike capacity  
**Date:** Wednesday, February 27, 2019 3:04:02 PM

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Caltrain,

Thank you for planning a public process on car layout for the electric trains. As a bike owner and commuter, I see the extreme important of having seats where bike owners can see their bikes. I've had experiences in the past with people trying to steal bikes, and it is crucial that owners have the ability to keep an eye out in order to prevent this theft.

I send another thank you for planning to run the seven-car rather than six-car electric trains! I have also had experience with heavy loads on the train, especially during commute hours, and a seventh train will allow more people to get where they need to be. Again with an emphasis as a bike owner, I've also had experiences where people cannot physically get on the train with their bike due to full capacity. It's critical that this seventh car be equipped with more bike space!

Thank you,  
Rose Rustowicz

**From:** Peter Diaz  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** New Electric Trains Bike Capacity  
**Date:** Wednesday, February 27, 2019 9:45:47 AM

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Hello Caltrian,

First, thank you for planning a public process on car layout for electric trains. I do want to emphasize while in the process bike riders do need seats within view of their bikes. Bikes have been stolen in the past.

Second, thank you for considering a seven-car train. This will definitely increase ridership. I would bring to your attention that with a seven-car train there needs to be 84 bike spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces. Current diesel trains have 77 bikes spaces per train average.

Lastly, bike riders are often bumped today, so we really need more bike capacity in 2022 when electric trains start running.

As someone who has been riding Caltran now for 15 years with my bike, I really appreciate all your efforts to work with all commuters.

Sincerely,  
Peter Diaz

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Peter Diaz  
Service Learning Coordinator  
Religious Studies  
Mercy High School  
(650) 762-1108 (Voice mail)

**Email disclaimer**

This message (including attachment if any) is confidential and may be privileged. If you have received this message by mistake please notify the sender by return e-mail and delete this message from your system. Any unauthorized use or dissemination of this message in whole or in part is strictly prohibited.

**From:** Kelli Shields  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** More Bike Capacity on New, Longer Trains  
**Date:** Wednesday, February 27, 2019 12:09:05 PM

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Thank you for reconsidering having fixed seats within view of bikes on trains- I look forward to being part of that public process. Bike theft is a major concern for many of us. Being in view of bikes while riding is a big detractor to bike theft, and makes folks more comfortable and willing to travel by train/bike.

Another concern is bike capacity on the new trains.

Seven-car electric trains are a big improvement over six-car trains, because bike riders are often bumped, which makes it less likely for folks like me to use Caltrain as a transportation option. Increasing bike capacity on the new longer trains is a critical improvement in the new electric train plan.

We need a minimum of 84 bike spaces per train to meet the 8:1 seats-to-bike space mandate. Please support making this happen to make Caltrain a viable and attractive transportation option for those of us who rely on our bicycles to get where we need/want to go.

Thank you,  
Kelli Shields

**From:** Drew Abernathy  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** More Bike Capacity on Electrified Trains  
**Date:** Wednesday, February 27, 2019 10:43:26 AM

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Hello Caltrain,

Thank you for continuing to include bicyclists in your future electrified train layout planning. Thank you as well for planning to increase car-count to 7 cars.

As a daily Caltrain rider who relies on my bicycle for the first and last few miles of my commute, I want to emphasize the importance of adequate bike capacity on Caltrain. I truly believe that bicycles are the best means of local transportation to/from commuter rail like Caltrain. The fewer cars, buses and cabs needed for passengers coming and going to/from Caltrain, the better the traffic situation for the entire community (and Caltrain stations in particular).

For that reason, I implore Caltrain to please plan to increase bike capacity of future electrified trains to at least 3 bike cars with at least 84 bike spaces per train. Today's trains have 77 bike spaces, and I can tell you from personal experience that they are routinely at capacity.

I have personally been bumped from trains due to bicycle overcrowding on numerous occasions. The increase in capacity on some of the rush-hour trains over the last few years has been a welcome relief, but demand will continue to increase. Failing to meet future bike capacity demands will result in poorer service for the community, and an overall worse traffic situation at Caltrain stations.

On a final note, it is imperative that bicyclists have at least a few seats in the on-board bike spaces. Even if every biker is not able to sit in this area, the presence of even a few fellow bikers helps to ensure the safety of our bikes by discouraging bike theft on-board Caltrain -- a known issue.

Thank you for your continued consideration! We truly appreciate you keeping bicyclists in mind. I feel so lucky to have access to such a great service as Caltrain for my daily commute.

All the Best,  
Drew





**San Francisco Bicycle Advisory Committee**  
City Hall, Room 408  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102

January 28, 2019

To: Peninsula Corridor Joint Powers Board

Subject: **In appreciation of improvements for electrified Caltrain**

Dear Chair Gillett and Directors of the Joint Powers Board,

The San Francisco Bicycle Advisory Committee (SF BAC) would like to thank you for listening to the public and taking the following actions:

- (1) purchasing more electric multiple units (EMUs) to run seven-car electric trains,
- (2) announcing that a public process will be used for EMU layout,
- (3) eliminating hanging bikes and providing dedicated wheelchair space in every car,
- (4) approving the 2017 Bicycle Parking Management Plan, and
- (5) hiring a Principal Planner to implement the Bicycle Parking Management Plan.

The SF BAC approved a resolution on October 23, 2017 calling for increased capacity and better car layout on electrified Caltrain, attached to this letter. The resolution was endorsed by eight organizations including the San Francisco Bicycle Coalition, California Bicycle Coalition, TransForm, Livable City, South San Francisco Pedestrian and Bicycle Advisory Committee, Bike San Mateo County, and Cycle California! Magazine. Our chair presented the resolution to the Joint Powers Board at its meeting on December 7, 2017.

To reiterate, our resolution concluded with the following statements:

THEREFORE, BE IT RESOLVED that the San Francisco Bicycle Advisory Committee urges Caltrain to launch electrified service with electrified train sets of at least seven cars and at least 84 bike spaces per train distributed among all cars to allow seats within view of bikes, no hanging bikes, and dedicated wheelchair space; and

BE IT FURTHER RESOLVED that the San Francisco Bicycle Advisory Committee recommends adoption and prompt implementation of the Draft 2017 Bicycle Parking Management Plan to encourage passengers who do not need to bring their bikes on board to park their bikes at the stations.

We applaud Caltrain for following most recommendations in our resolution and encourage you to follow the remaining recommendation to provide **at least 84 bikes spaces per train distributed among all cars to allow seats within view of bikes.**

Thank you for your support of bicycles to solve the first/last mile problem for Caltrain passengers. We appreciate your leadership in fighting climate change through green commuting.

Sincerely,

A handwritten signature in black ink that reads "Bert Hill".

Bert Hill  
Chair, San Francisco Bicycle Advisory Committee



**San Francisco Bicycle Advisory Committee**  
City Hall, Room 408  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102

ADOPTED AT SAN FRANCISCO BICYCLE ADVISORY MEETING ON JANUARY 28, 2019 BY THE FOLLOWING VOTE:

AYES: Marc Brandt (D3), Melyssa Mendoza (D5), Mary Kay Chin (D6), Bert Hill (D7), Paul Wells (D10), Jeffrey Taliaferro (D11)

NAYS: None

ABSTENTIONS: None

ABSENT: Charles Defarges (D2), Anne Brask (D4), Diane Serafini (D8), Catherine Orland (D9); District 1 is Unassigned

Attachment

## **SAN FRANCISCO BICYCLE ADVISORY COMMITTEE**

### **RESOLUTION: CALLING FOR INCREASED CAPACITY AND BETTER CAR LAYOUT ON ELECTRIFIED CALTRAIN**

**WHEREAS**, Caltrain, the San Francisco Peninsula rail transit service, provides a vital public transportation link serving the City and County of San Francisco and has provided onboard carriage of bicycles since 1992; and

**WHEREAS**, Caltrain's onboard bicycle service allows passengers to reach their origin stations and their final destinations without using motorized transportation on either end of their commutes, taking the burden off heavily subsidized feeder buses and shuttles; and

**WHEREAS**, Caltrain's onboard bicycle service is socially and economically beneficial in eliminating reliance on the automobile, thereby effecting reductions in petroleum use, traffic congestion, pollution, and climate change; and

**WHEREAS**, Caltrain's plans to modernize its service with electrified trains in 2021; and

**WHEREAS**, Caltrain's onboard bicycle service reduces demand for expensive new parking lots or parking structures, and Caltrain predicts that a number of its parking lots will be unable to handle demand after Caltrain has been electrified; and

**WHEREAS**, 16% of Caltrain passengers bring their bikes on board and 1% park their bikes at the stations according to the 2014 Caltrain Onboard Passenger Survey; and

**WHEREAS**, 88% of bikes-on-board passengers need their bikes at both ends of their trips according to the 2016 Bike Car Intercept Survey; and

**WHEREAS**, Caltrain's onboard bicycle service is so popular that customers with bicycles routinely get left behind on the platform or 'bumped' due to insufficient onboard bike capacity while all walk-on passengers are allowed to board; and

**WHEREAS**, in 2015, the Joint Powers Board unanimously approved an increase in bike capacity on electrified trains with an onboard ratio of 8:1 seats-to-bike-spaces, overriding Caltrain staff's recommendation of 9:1 (same as today); and

**WHEREAS**, the difference between 9:1 and 8:1 corresponds to an 11% increase in bike capacity, or 84 bike spaces and 672 seats per train; and

**WHEREAS**, Caltrain staff plans only 72 bike spaces and 567 seats per six-car electrified train, technically meeting the 8:1 ratio but reducing bike capacity compared with an average of 77 bike spaces per train today; and

**WHEREAS**, six-car diesel trains today have an average of 741 seats per train; and

**WHEREAS**, in 2021, Caltrain plans to run a mixed fleet with 33% seven-car diesel trains having 910 seats and 72 bike spaces per train to cover up the inadequate seat count of electrified trains; and

**WHEREAS**, Caltrain staff obfuscates the capacity loss per electrified train by focusing on one more train per peak hour in 2021; and

**WHEREAS**, the additional train in 2021 will result in only 10.3% more seats per peak hour, while walk-on ridership is projected to be 23.9% higher based on the average annual increases over the last decade; and

**WHEREAS**, the additional train in 2021 will result in only 12.5% more bike spaces per peak hour, while bike boardings are projected to be 42.9% higher based on the average annual increases over the last decade; and

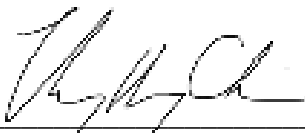
**WHEREAS**, Caltrain staff is planning a car layout with no dedicated seats within view of bikes – only folding seats, bike hooks to hang bikes, and wheelchair space all in the same location; and

**WHEREAS**, bicyclists need to sit within view of their bikes to guard against theft; and

**WHEREAS**, Caltrain electrification is a \$2 billion program that will have woefully inadequate passenger capacity in 2021 especially for bikes-on-board passengers, and staff is proposing an untenable car layout, and staff's plan does not meet the board's 2015 directive for more bike capacity per train;

**THEREFORE, BE IT RESOLVED** that the San Francisco Bicycle Advisory Committee urges Caltrain to launch electrified service with electrified train sets of at least seven cars and at least 84 bike spaces per train distributed among all cars to allow seats within view of bikes, no hanging bikes, and dedicated wheelchair space; and

**BE IT FURTHER RESOLVED** that the San Francisco Bicycle Advisory Committee recommends adoption and prompt implementation of the Draft 2017 Bicycle Parking Management Plan to encourage passengers who do not need to bring their bikes on board to park their bikes at the stations.



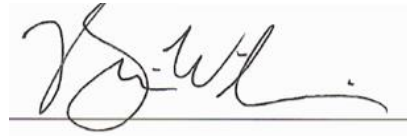
Mary Kay Chin, Vice-chair

ADOPTED ON OCTOBER 23, 2017 BY THE FOLLOWING VOTE:

AYES: Brask, Chin, Deffarges, Orland, Serafini, Taliaferro, Warner, Wells

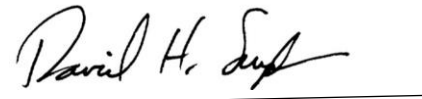
ABSENT: Brandt, Hill, Mendoza

We, the undersigned, endorse the resolution calling for increased capacity and better car layout on electrified Caltrain, approved by the San Francisco Bicycle Advisory Committee on October 23, 2017.



Brian Wiedenmeier  
Executive Director

San Francisco Bicycle Coalition



Dave Snyder  
Executive Director

California Bicycle Coalition



Stuart Cohen  
Executive Director

TransForm



Tom Radulovich  
Executive Director

Livable City



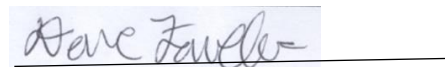
Cassandra Woo  
Chairperson

South San Francisco Pedestrian and Bicycle Advisory  
Committee



Steve Vanderlip  
Chairman

Bike San Mateo County



Dave Favello  
Chair

BART Bicycle Advisory Task Force



Tracy Corral, Bob Mack  
Publishers

Cycle California! Magazine

**From:** Rhea Karuturi  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** Re: Interview request  
**Date:** Wednesday, February 20, 2019 9:44:18 AM

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Great, thank you so much!

On Wed, Feb 20, 2019 at 9:36 AM Board ([@caltrain.com](mailto:Board@caltrain.com)) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)> wrote:

Good morning,

I have forwarded this email to our Planning Division and we will have one of our staff members call you.

Please let me know if you have any questions.

Cindy Gumpal

650-508-6249

**From:** Rhea Karuturi [mailto:[rheakaru@stanford.edu](mailto:rheakaru@stanford.edu)]  
**Sent:** Thursday, February 14, 2019 1:27 PM  
**To:** Board ([@caltrain.com](mailto:Board@caltrain.com))  
**Subject:** Interview request

To Whomsoever it may concern,

Hello,

I'm writing to you because I am currently a senior at Stanford working on an assignment about self-driving cars. I would love to speak to someone on your team about your views about self-driving cars and how they fit into the future of transportation in California.

This will be for a policy memo for the class CS181: Computers, Ethics and Public Policy taught jointly by Mehran Sahami, Jeremy Weinstein and Rob Reich. We are given a fictitious premise of automating all the vehicles on Stanford's campus and asked to develop a policy memo about it, taking into account various stakeholder views. An in person

interview would be great, although a phone call would also be greatly appreciated! Let me know if this is possible!

Regards,

Rhea Karuturi

Stanford University | Class of 2019

B.S candidate in Science, Technology and Society

--

Regards,

Rhea Karuturi

Stanford University | Class of 2019

B.S candidate in Science, Technology and Society

**From:** Kash  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Increase bicycle capacity on electrified trains  
**Date:** Thursday, February 28, 2019 8:05:01 AM

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Please increase bicycle capacity onboard electrified trains.

Please include the following in your upgraded train design:

1. Passenger seating in view of bikes to prevent theft. You wouldn't ask people to leave their laptops and bags where they couldn't watch them, bikes are no different.

2. 84 bike spaces per 7 car train. The board has mandated an 8:1 ratio, this capacity will achieve that.

3. Consider increasing capacity to more than 84 bike spaces to match potential demand. People get bumped off the trains and that means more capacity is needed, get ahead of the curve no and you won't keep getting angry emails in 2022 when the electric trains come online. :)

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We're open Tuesday-Friday 8am-7pm, Saturday 11-5, Sunday and Monday by appointment

-Kash



**From:** Vijaysai Patnaik  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** Ideas for lowering collisions using technology  
**Date:** Saturday, February 23, 2019 6:53:07 PM

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Hi Caltrain board

I'm a daily commuter on the Caltrain and am really grateful for the train service. I'm writing to offer my help to Caltrain in improving safety, specifically collisions/strikes on the tracks.

I work on self-driving cars and we use a lot of technology to make sure our cars drive safely on the road. Some of that same technology can be applied to detect pedestrians or cars on the tracks and warn engineers/conductors well ahead of time (over half a mile away, thus allowing them to hit the emergency brakes in time). I have several ideas on how to do this.

I reviewed the Dec 6 meetings notes and noticed the increase in collision/strikes in Q1 FY19. Also reviewed this [2010 case study](#) on patterns of pedestrian collisions. In addition, I [read](#) about the lasting impact of these collision on the Caltrain staff itself (totally understandable).

Please let me know how I can be helpful in improving safety on the Caltrain tracks, am eager to help.

Best, Vijay

**From:** [O'Donnell, Michael](mailto:O'Donnell, Michael)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: FW: Taxi Zone on Crandall Street  
**Date:** Tuesday, February 19, 2019 3:26:50 PM  
**Attachments:** [msaa002.jpg](#)

---

There is no agreement with the City regarding this taxi zone. It is on JOB property.

On February 19, 2019 at 1:48:22 PM PST, Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)> wrote:

Hi Mike,

Below is an email from Brian Nelson; please let me know if I can provide him your contact information or please provide me a response to his question below.

Thanks.

Cindy Gumpal

[gumpalc@samtrans.com](mailto:gumpalc@samtrans.com)

650-508-6279

**From:** Nelson, Brian [<mailto:Brian.Nelson@sanjoseca.gov>]  
**Sent:** Tuesday, February 19, 2019 10:03 AM  
**To:** Board (@caltrain.com)  
**Cc:** Seamans, Dora; Khoury, Elias  
**Subject:** RE: Taxi Zone on Crandall Street

Hi Cindy,

Are you aware of any agreement with the City regarding this taxi zone?

Thanks.

Brian Nelson

City of San Jose

Department of Transportation

200 E. Santa Clara Street - 7th Floor

San Jose, CA 95113

408-975-3278

---

**From:** O'Donnell, Michael  
**Sent:** Tuesday, February 12, 2019 8:39 AM  
**To:** Fitzpatrick, Brian; Board (@caltrain.com)  
**Cc:** Chan, April  
**Subject:** RE: FW: Taxi Zone on Crandall Street

A work order has been issued to replace the missing taxi sign.

**From:** Fitzpatrick, Brian  
**Sent:** Monday, February 11, 2019 7:52 PM  
**To:** Board (@caltrain.com)  
**Cc:** Chan, April; O'Donnell, Michael  
**Subject:** Re: FW: Taxi Zone on Crandall Street

The land is owned by Caltrain do the signs are ours

Mike Odonnell, the stations manager is copied hereto for other questions

Brian W Fitzpatrick  
Samtrans, Caltrain and San Mateo County TA  
Real Estate

Please pardon typos: Sent from my iPhone

On February 11, 2019 at 2:19:12 PM PST, Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)> wrote:

Brian,

Would you have any information regarding the question below? or please direct me to the appropriate staff.

Thanks,

Cindy

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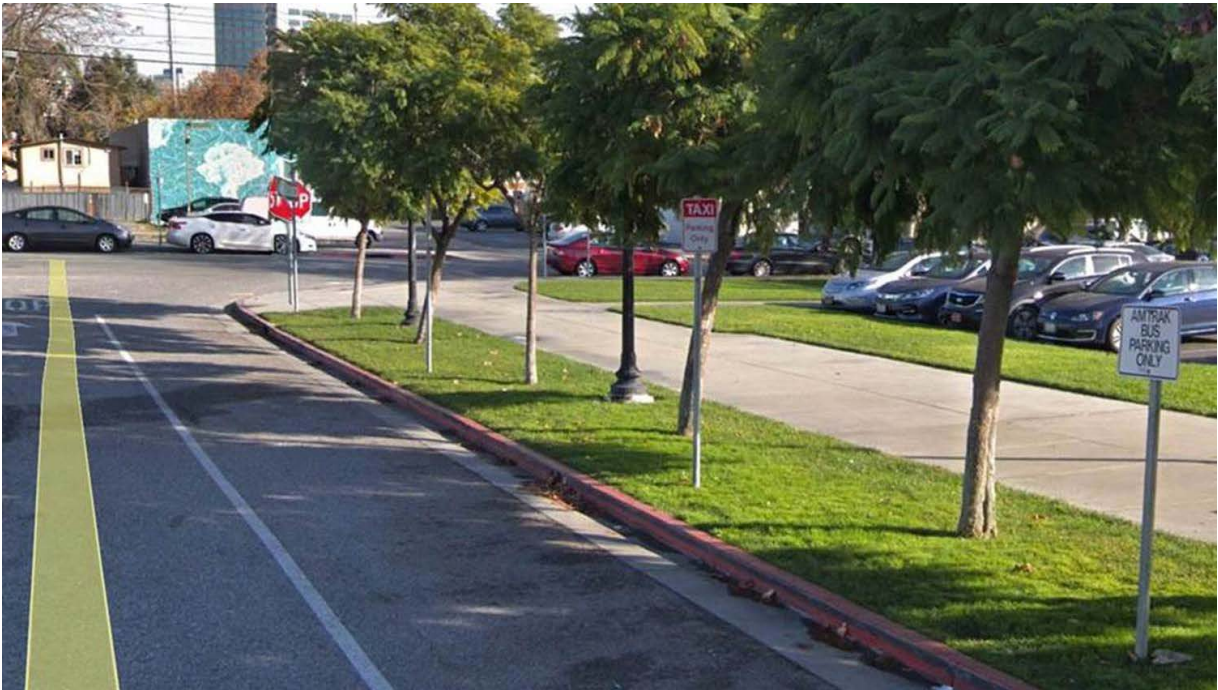
**From:** Nelson, Brian [<mailto:Brian.Nelson@sanjoseca.gov>]  
**Sent:** Monday, February 11, 2019 11:33 AM  
**To:** Board (@caltrain.com)  
**Subject:** Taxi Zone on Crandall Street

Hi,

Near the Diridon Station, there is a Taxi Zone on Crandall Street that appears to be on property owned by the Peninsula Corridor Joint Powers Board.

We noticed there is a missing taxi sign on one of the poles, and the existing taxi sign looks different than the type of sign the City uses for taxi zones. Could you please confirm if this is maintained by the JPB or the City, and if there is any agreement?

Thank you.



Brian Nelson  
City of San Jose  
Department of Transportation

**From:** Kevin Wang  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Electric trains need 8:1 seats to bike spaces  
**Date:** Wednesday, February 27, 2019 10:24:39 AM

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Thank you for planning a public process on car layout for electric trains. To prevent theft, we need seats within view of bikes.

Thank you for planning to run seven-car (instead of six-car) electric trains.

Today's diesel trains have 77 bike spaces per train on average. Bike riders are already being bumped today. We need more bike capacity in 2022 when electric trains start running.

Furthermore, seven-car trains need 84 bikes spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces.

- Kevin

**From:** William MacKinnon Morrow  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** Constituent Concern About Coordinating Weekend Service with BART at Millbrae  
**Date:** Tuesday, February 12, 2019 4:04:31 PM

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Good afternoon Boardmembers of Caltrain,

My name is William Morrow, and I am an East Bay resident and regular rider of Caltrain. I am writing to you all today as a member of the public with a service concern I have as a devoted Caltrain passenger.

Although I live in the East Bay, on most weekends, I travel via Caltrain from Millbrae (where I transfer from BART) to Palo Alto to visit my girlfriend who is currently a graduate student at Stanford University. For the most part, I am a huge fan and proponent of Caltrain, and believe it delivers top-notch quality of service to riders.

However, I have noticed a real challenge of riding Caltrain on weekends is the way that Caltrain does not communicate adequately with BART, which has become an especially pronounced problem recently with the weekend closures of Caltrain service beyond Bayshore for the electrification project.

On multiple occasions, I have been on a BART train that is scheduled to arrive in time to Millbrae to facilitate a timed transfer to Caltrain, but because the BART train is running a couple minutes behind schedule, the transfer is just barely missed. This becomes a very real problem as a passenger, especially on weekends, because for southbound passengers trying to transfer from BART to Caltrain at non-peak hours, there can be as much as an hour-and-a-half wait for the next Caltrain to arrive.

And although this challenge is not new, it has become much more pronounced now for many more passengers with the increase of riders from San Francisco who are BARTing to Millbrae because of the weekend electrification project. Accordingly, whereas in the past, there might have been a couple other passengers in the same situation as I, now there are dozens of passengers looking to make the weekend BART-to-Caltrain Millbrae transfer.

For example, just this past Saturday, I was on a BART train that was scheduled to arrive at Millbrae at 5:31pm, in time for a transfer to Caltrain #434 that was set to depart Millbrae at 5:34pm. However, because of a slight delay on BART, the BART train did not arrive into Millbrae until 5:34pm, and right after we pulled up on BART, the Caltrain was departing the station on the other platform. As a passenger, this was frustrating because I feel that the Caltrain could easily have just waited a couple minutes to allow for passengers coming from BART, even if it meant incurring like a two minute service delay. Yet, instead, myself and twenty other passengers who tried sprinting up and over the multimodal station bridge at Millbrae had to watch the Caltrain speed away, and decide if it was worth it to wait an hour-and-a-half for the next train or to take an expensive rideshare or taxi instead (because weekend peninsula bus service is also much more limited).

And while I am not advocating for Caltrain to completely alter its service to accommodate BART, which can sometimes run delays by as much as twenty minutes, I do think it is irresponsible to not be engaged in communication when there is a delay of barely a couple minutes, particularly on weekends when service is very limited. This has happened to me a

couple times before as a weekend rider and I have not said anything, because I did not feel like it would be justified to alter Caltrain service for only a handful of riders who were in the same position as myself. However, now that there are so many more San Franciscans joining me in the Millbrae BART-to-Caltrain weekend transfer because of the electrification construction, I do think this is an issue that you all should consider working on addressing.

I am not entirely sure what can be done, and I fully acknowledge that there probably are very complicated politics that exist between Caltrain and BART. However, I do hope you all will take into consideration this concern. I am committed to being a multimodal public transit rider as an environmentalist, but in order for the multimodal station at Millbrae to truly be rider-friendly in providing passenger service, there needs to be coordinated service for passengers who are transferring there, especially on weekends when service is very limited. Otherwise, when a trip ends up taking me three hours to get from Oakland to the Peninsula, it becomes very difficult to justify not just driving or taking a lyft/uber instead. And I am sure this sentiment is shared among the new BART-to-Caltrain weekend riders from San Francisco as well.

Thank you for your consideration of this concern. I hope you all will look into what can be done to best serve weekend riders such as myself, who are transferring from BART-to-Caltrain. I look forward to continuing to enjoy my experience as a Caltrain rider in the months to come.

Sincerely,

William Morrow

**From:** Jon Hills  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Caltrain bike capacity/layout  
**Date:** Wednesday, February 27, 2019 10:12:09 AM

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Caltrain team,

I'm very excited about the electrification of Caltrain, it will yield a huge environmental benefit and offers an opportunity to update the cars. I read about your plan for bicycle commuters and I hope you will reconsider both the number of bike spaces as well as layout of the new cars. Like many others, my daily Caltrain ride relies on being able to bring my bike so I can commute the last 4 miles that I need to get to work. As of today, bike cars are packed to capacity, and the majority of the time, there is no seating in the bike car. When I don't have a seat in the bike car, I stand up and check the aisle to make sure my bike isn't being taken at every stop. My bike isn't expensive by any means, but the risk of being fired for missing work, or having to purchase another used bike don't give me another option. I believe that reducing the number of bike spaces from 77 to 72, as well as removing all seating in the bike car, is very misguided. If anything, considering the ever increasing ridership of Caltrain, the number of bike spaces should be increasing with new cars, especially since we have the ability to set these numbers as a part of the design. A reduction in bike spots could force riders like myself to drive a vehicle to commute, not out of convenience but out of necessity.

I don't mean to come off as angry or entitled. I am so thankful for the service that Caltrain provides for its riders. In terms of supporting bicyclists, haven't seen anything like it in the cities I've lived in and I think it is so fantastic. You've created an incredible democratic transportation system, tackling economic and environmental issues along the way. I want Caltrain to continue developing in what I think is the correct direction, and seeing what has been planned for bicycle commuters has been so disappointing. I know you're working hard to make Caltrain the best it can be and there are many disparate design inputs, but I ask that you use this opportunity to make improvements for bicyclists on Caltrain rather than reductions.

best,  
jon

**From:** Catherine Breen  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** CalTrain bike capacity  
**Date:** Wednesday, February 27, 2019 9:52:17 AM

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Dear CalTrain,

Thank you for planning a public process on car layout for electric trains. I ride my bike to the caltrain every morning, and it's important to me that we have seats within view of bikes. Seven-car trains need 84 bikes spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces.

Thank you,  
Catherine Breen



**From:** George Halet  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** Caltrain Bicycle Capacity  
**Date:** Wednesday, February 27, 2019 9:56:59 AM

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Dear Caltrain Board

I ride Caltrain from San Mateo to South SF with my bike, usually at off-schedule, and the ability to take my bicycle on board is a huge advantage that I deeply appreciate. I am grateful to not have to drive my car to work for many reasons.

Since I travel at off-schedule, usually leaving at around 6 am, I don't have to contend with being bumped, but I remember when I used to go from Hillsdale, gas prices soared and everybody was getting bumped. I bought a folding bike and put it in the luggage rack. I would do it again if I had to, but this approach is not scaleable - it would create other problems.

I have heard that you have reconsidered the need for seating within view of bikes and that's great, but the fact that it was ever a consideration is concerning.

It's a shame that pedestrian and bicycle passengers are fighting over this space when we're all trying to use Caltrain and minimize congestion. The capacity is too small across the board. Until then, it seems like a **bad idea to cut back on bicycle capacity**.

Regards  
George Halet

**From:** Daniel Llinas  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Bikes on Trains  
**Date:** Wednesday, February 27, 2019 9:51:49 AM

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Thanks for opening up the layout for the new electric trains to the public process :)

I'm a bike rider, and I use Caltrain everyday. I'd like to please ask you to consider the importance of making it possible for bike riders to sit within view of their bikes, and to ask that you keep in mind the required capacity for high traffic times. Today's trains have 77 spaces per train, and with the seven car electric trains being planned, 84 spaces per train would be needed to maintain that 8:1 ratio of seats-to-bike spaces.

It would also be AWESOME if you could design trains, signage, and train staff/passengers in a way so that people without bikes stay out of the bike car. Every single day I ride the train, there are a handful of people riding in the bike car who have no bikes, and they are taking up seats that bike riders can use. They also clog the entry to the car and cause traffic jams for people boarding and deboarding. If there was a way that you could consistently route people toward the passenger cars, that would be awesome.

Thanks again for the public process!

Best,

Danny

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"I know of no more encouraging fact than the unquestioned ability of a man to elevate his life by conscious endeavor."

--Henry David Thoreau

**From:** Neal Hannan  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Bikes on Electrified Caltrain  
**Date:** Wednesday, February 27, 2019 11:05:09 AM

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To whom it may concern:

Caltrain is a wonderful resource for those of us who commute between San Jose and San Francisco. But Caltrain does not really reach the ultimate destination for many of its riders. Many riders also live far from the train station.

Biking makes Caltrain work for many of us, on both ends of the commute. Without a bike and Caltrain, we'd probably resort to driving. Now that Caltrain can have 7-car trains, I hope that you will use some of that extra capacity towards bike storage to make Caltrain a viable commuting option.

Thank you,

Neal Hannan

**From:** Mark Sherwood  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** bikes on electric trains  
**Date:** Wednesday, February 27, 2019 4:21:45 PM

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Hello,

Thank you to Caltrain for planning a public process on car layout for electric trains, and for planning to run seven-car (instead of six-car) electric trains. I would like to urge you to maintain the board-mandated 8:1 ratio of seats-to-bike spaces, or to hold a public hearing on revising this mandate. Note that today's diesel trains average only 77 bike spaces, and as a bike commuter, I get bumped from morning trains about 2 times per month in all but the rainiest months. Especially considering the annual trend of increased ridership, I would like to remind you that we'll need more commuter bike space capacity in 2022 when electric trains start running.

Thank you,  
Mark Sherwood

p.s. some background on me:

I have been a Caltrain commuter on and off for the past decade. Some of the time, I have had to use a bike at the origin and/or destination end of my commute, and some of the time, walking has sufficed. It is unequivocally clear to me that bike commuting will remain an essential part of the SF Bay Area. I have seen the rise and fall of tech companies placed throughout the city and peninsula at ranges from 1-5 miles from Caltrain stations where biking is a "last mile" necessity.

**From:** Henry Mayer  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Bikes on Caltrain!  
**Date:** Wednesday, February 27, 2019 8:47:38 PM

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Hello Caltrain,

I first want to thank you for opening up the electrification process to the public, as I think that will lead to better outcomes for everyone. And good luck with the task! I know it will be a challenge but the results should be well worth it.

I wanted to make a couple of comments related to bikes on caltrain. The first is that we should certainly not reduce the bike capacity from the current diesel version - building out a sustainable, usable transit infrastructure should involve promoting non-automobile commuting as much as possible. Since most of the caltrain riders do not live within an easy walk to caltrain, and each additional transit connection substantially increases the friction of transit commuting (especially given the suboptimal transit connectivity in the bay area), bicycling to the caltrain is a great option that we should be making as easy as possible. It is better than the alternatives for the environment, personal health, and wellbeing, and we should be strongly encouraging it! Especially with the bay area's slowly-but-steadily improving bike infrastructure outside of caltrain, with the creation of new bike lanes and corridors, we should assume that cycling usage will increase in general, and caltrain needs to increase capacity to meet the expected new demand; reliability in transit is key, and bike-bumps can really make one question one's commute decisions.

The other comment is related to seats in the bike cars. One of my early hesitations when I started bike commuting was worrying about the safety of my bike, but fortunately I never had any trouble with it. I am convinced, however, that the safety of my bike was mostly due to the presence of riders in the bike car - knowing that the owner might well be watching their bike deters theft, and conveys a sort of herd immunity on all riders, whether they're in the car or not. Losing that safety net will increase both stress and theft, which will deter bike-caltrain commutes just at the time when we need to be encouraging them. It is essential that we get this right, as we have a proven method to deter theft, and if we get it wrong it will be terribly difficult to address after the fact.

Thanks so much for the work that you do, and for reading my comments. Best of luck with the project!

Henry Mayer

**From:** Jane Casamajor  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Bikes on Caltrain  
**Date:** Wednesday, February 27, 2019 10:20:29 AM

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Caltrain Board,

Thank you for planning a public process on car layout for electric trains. Those of us who commute daily by bike and train greatly appreciate the ability to provide input on this. As a rider of several years I have seen ridership steadily increase and the plan to run seven-car electric trains in the future in order to maintain the 8:1 seats to bike spaces is an excellent one.

I see bike riders bumped off the train regularly at stops like Mountain View and Sunny Vale so increasing bike capacity is critical to your ridership.

Please keep this in mind as you move through planning processes.

Thanks,

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Jane Casamajor

**From:** Virginia Smedberg  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** bikes on Caltrain  
**Date:** Wednesday, February 27, 2019 10:00:58 PM

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Dear Board:

Firstly, thank you for planning a PUBLIC process on car layout - that will allow us to give you our ideas and to ensure your ideas serve all of us, bikers as well as walkers.

A few points to consider as you go forward:

We absolutely need seats within view of bikes. Look at it this way: would you put your laptop somewhere you couldn't see it, while riding the train? or perhaps your baby in her baby seat? Of course not. Well, our bikes have those same values to us.

Adding another car is great - but don't forget the bike spaces - the board mandated an 8:1 ratio of seats-to-bike spaces, and that ratio needs to be kept no matter how many cars you add, including over the years as more people figure out how efficient trains are! The current trains average 77 bike spaces per train; a 7-car train would need 84 - at least! - currently riders do get bumped, and more will come, so the more bike spaces you can make, the better.

Sincerely,

Virginia Smedberg  
Palo Alto

**From:** AOL  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Bikes on Board Caltrain  
**Date:** Wednesday, February 27, 2019 5:23:54 PM

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Hi Caltrain,

Thank you for planning a public process for discussion the proposed layout of the new electric Caltrain cars. As a bicycle commuter, I am concerned that the new six car layout will not provide enough space for bicycles to meet the needs of Caltrain commuters.

Bringing bikes on board Caltrain is a great option for commuters, allowing people who live further away from train stations to take advantage of commuting on Caltrain. Increasing bike capacity would make it easier for riders who currently bring bikes on Caltrain (as commuting trains are often overcrowded and near/at capacity for bicycles) and encourage more people to consider Caltrain as a viable commuting option. I urge you to take in to consideration the needs of bicycle commuters when evaluating plans for the electrification of Caltrain.

Thank you!

Clayton



**From:** Lauren Johnson  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary@caltrain.com); [CalMod@caltrain.com](mailto:CalMod@caltrain.com)  
**Subject:** Bikes and electrification  
**Date:** Thursday, February 28, 2019 7:35:14 AM

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Good morning,

I am a daily cyclist and commuter who works at Stanford. I love CalTrain and my ability to commute in an efficient and more ecological way; I'm excited for electrification!

Thank you for using a public process on car layout for electric trains! User guided planning is informed planning. However, I am writing to emphasize the need for seats within view of bikes. It would be unacceptable and poor engineering if cyclists weren't able to serve as the first level of security for their bikes. My bike is my vehicle.

7 car car trains need 84 bikes spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces. Today we have 77 bike spaces per train on average and are frequently getting bumped to the next train. We have careers and families to get to and from and some stops are local and infrequent; please do all that's necessary to ensure more bike capacity in 2022 when electric trains start running.

Thank you!

Lauren Johnson

**From:** gene\_ipetition@smalltime.com  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Bike spaces on new Caltrain cars  
**Date:** Thursday, February 28, 2019 9:06:50 AM

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Hello. I'm writing to lend my support to making sure that the new Caltrain cars have sufficient bike spaces to meet current and growing demand. For many people like me, Caltrain use depends on being able to use my bike to get to and from my destinations. In the 10+ years that I've been taking Caltrain, I've seen a huge increase in bike usage. When I was first taking Caltrain I would be the only bicyclist getting off at my stop. Now I am one of five or six. Although I have not been bumped, I have been taken the last bike spot on my train a number of times. If I were to start getting bumped, I would quickly abandon Caltrain altogether. A bump means a one hour wait with the current schedule. Getting bumped even one out of twenty rides would mean that I stop using Caltrain.

Thank you for your time,  
Gene Cutler

**From:** Shane Burkle  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Bike space and capacity for the future  
**Date:** Wednesday, February 27, 2019 10:04:39 AM

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Hello Folks

I'm very excited about the future of Caltrain as I'm sure you are as well. The bay area is sorely lacking in updated public transportation and with the continued influx of people into the bay area and impending climate change it is desperately needed. For these reasons I want to discuss Caltrain and it's relationship to bikes on board.

It is commendable that you've offered a public forum for car layout on electric trains and recognized the need for bikers to be within view of their valuable possessions. It is commendable and a great move for the future of transportation in the bay area, that you've committed to running seven car electric trains. This points we agree on.

It is however, imperative that seven car trains provide space for *at least 84 bikes* in order to future-proof for bike capacity and comply with the board mandated 8:1 ratio of seats to bike spaces. Even at current levels bikes at Caltrain are often turned away due to lack of capacity - a reduction in bike capacity on trains will do nothing to address this and furthermore will push more riders to other forms of transportation. These other forms of transportation are most likely the use of personal cars which will not only be a detriment to current traffic levels but to the world as a whole as the effects of climate change continue to loom large.

I urge you to future-proof our public transportation while you have the ability to do so as opposed to a reactionary move a mere several years down the road.

Thanks for taking the time to read this and thank you for your consideration.

Shane Burkle

**From:** Bill Rupel  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Bike capacity on new trains  
**Date:** Wednesday, February 27, 2019 10:06:00 AM

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Thank you for all your hard work. Please consider increasing bike capacity on the new electric trains with seating in view of the bikes. I've personally witnessed 2 attempted bike thefts on the bike car.

Sincerely, Bill Rupel

**From:** Mitsu Hadeishi  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Bike capacity on Caltrain!!  
**Date:** Wednesday, February 27, 2019 9:43:54 AM

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I'm writing to thank you for opening up train layout to a public process.

Caltrain is ALREADY overcrowded with bikes as it is — and Caltrain-bike connectivity is critical for people to use the Caltrain system effectively. Current trains have 77 spaces per train — and fixed seats near bikes to deter bike theft. The original proposed design would have only allocated 72 spaces per train, with no seats near the bikes, making a bad situation even worse for bike riders.

I'm writing to note that we should be increasing bike infrastructure, not decreasing it — and to encourage the Board to consider that the law already mandates at least 84 spaces per 7-car train, and even that may not be enough to meet future demand.

Mitsu Hadeishi  
Bay Area resident and regular Caltrain + bike commuter

**From:** Chris Stivers  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Bike Capacity on Caltrain  
**Date:** Wednesday, February 27, 2019 8:35:30 PM

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Dear Caltrain Board members, I want to first off thank you for planning a public process to design the layout of the upcoming electric trains for Caltrain. It is so valuable to have input from the entire community to help ensure Caltrain meets our various needs.

As a regular cyclist, biking to Caltrain is part of my daily commute, and so the design of the bike cars is important to me and other cyclists who regularly use Caltrain. I am sure you can appreciate our concern about having seats in viewing distance of our bikes; bike theft is rampant in the Bay Area, as I am sure you know, and the only sure way to prevent theft is to maintain visibility to one's bike at all times.

I am also encouraged about the decision to include seven-car electric trains; however, we are in great need of additional bike spaces. I have been riding Caltrain regularly for about 7 years and during that time the number of cyclists taking Caltrain seems to have drastically increased. Today, there are far too few bike spaces and riders are frequently prevented from boarding, especially during rush hour so it is imperative that we strive for at least 84 bike spaces per train to meet the board-mandated 8:1 ratio of seats to bike spaces. Cyclists are an important part of the regional effort to increase alternative and public transit, but we rely on Caltrain's ability to accommodate our bikes that help keep cars off the road.

So thank you once again for letting my voice be heard, as well as others in our community as we together strive to make the electrified Caltrain the best it can be for the whole community.

Cheers,  
Chris Stivers

**From:** Richard Reimer  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[ @caltrain.com \]](mailto:cacsecretary [ @caltrain.com ]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** bike access on Caltrain  
**Date:** Wednesday, February 27, 2019 9:43:27 AM

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This is a brief email regarding bicycle capacity on Caltrain.

I have been using Caltrain to commute from my home on Potrero Hill to work in Palo Alto since 2001. Being able to use my bike on this commute has been invaluable and the commute would be impractical if I was not able to combine bicycling with Caltrain.

I would like to thank Caltrain for planning a public process on car layout for electric trains. Being able to sit near my bike is essential - both for the security of my bicycle and so that I can move my bike to coordinate efficient stacking of bicycles so that other cyclists can access their bicycles and get off the train at stops prior to mine.

I am glad to know that Caltrain will be running seven-car electric trains, but I am concerned that an appropriate bike:seat ratio. Given the greater capacity, there will be more commuters who will want to use their bicycles. I hope that the ratio will be at least equivalent to the current 77 bike spaces on the diesel trains and possibly more given that even now bicyclists are often bumped.

Thanks for considering my comments.

Sincerely,

Rich Reimer

**From:** Anne zimmerman  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Bicycles on Trains  
**Date:** Wednesday, February 27, 2019 11:35:14 AM

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Good morning,

As a Senior I enjoy riding the train and use my bike as a “connector”. Please be sure to design spaces for bike riders where they can view their bikes and please honor the 8:1 ratio for bikes to train cars.

I’m sure the use of bikes and public transit will continue to grow. When someone rides a bike instead of driving a car we all benefit. Help make it easier and safer!

Thank you,

Anne Zimmerman

Sent from my iPhone



**From:** Yumi Taylor DiAngi  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Subject:** Action Alert: Bike capacity on the Caltrain  
**Date:** Wednesday, February 27, 2019 11:38:58 PM

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To Whom It May Concern:

Thank you Caltrain for planning a public process on car layout for electric trains. Specifically for addressing seats that are within view of bikes. Thank you for plans to run 7-car electric trains. These 7-car trains with 84 bikes spaces per train will meet the board-mandate 8:1 ratio of seats-to-bike spaces. Given that today's diesel trains have 77 bike spaces per train on average and bike riders are often bumped today, more bike capacity in 2022 when electric trains start running will help.

Thank you for your time.

Warmly,

Yumi

**From:** Jonathan Dirrenberger  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [bikesonboard@sonic.net](mailto:bikesonboard@sonic.net)  
**Date:** Wednesday, February 20, 2019 10:02:46 PM  
**Attachments:** [image.png](#)  
[image.png](#)

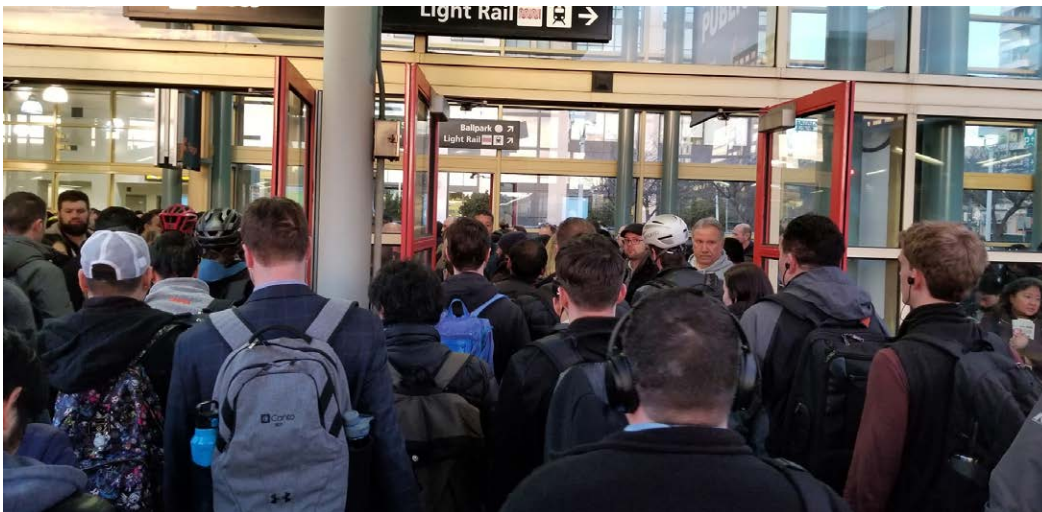
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Caltrain,

As a regular (every weekday) rider of Caltrain for the past 12 years who has brought my bicycle on-board that entire time, I have a few issues/comments I would like to bring to your attention:

- For the new electric cars, please ensure bicyclists can sit within sight of their bicycles. Bicycle theft on Caltrain is a real issue, and though only affecting a small percentage of bicyclists, it is something all bicyclists worry about. If going with the design where each bicycle has its own rack (rather than the stacking design), please allow bicycles to be locked to the rack.
- Please ensure the new electrified trains have increased bicycle capability per train. You have been using somewhat deceptive tactics to claim you are increasing the bicycle capacity by lowering the capacity per train but increasing the number of trains per hour. First, there are a lot of assumptions here around what rate of trains per hour you will actually obtain. And this doesn't account for all the nuances around different types of trains (bullet, limited, or local): if I'm traveling from 22nd St to San Antonio, isn't my per hour capacity going to be very different from somebody traveling from 4th St to Palo Alto? Second, for an apples-to-apples comparison with the current situation where everyone thinks about capacity per train, you need to also be advertising the per train bicycle capacity. I think it's reasonable to talk about a per hour capacity as well, but it needs to be made clear what your assumptions are and to still provide the per train capacity.
- Thank you for the demo last year where you gave bicyclists boarding priority at crowded stations like Mountain View and Palo Alto. I thought this worked well and would love to see this implemented at all stations. But to do so, you really need signage on the platform where bikes must load/unload.
- In fact, signage on the platform indicating where bicycles should wait, as well as that for those with luggage, seems like a no-brainer. Why don't we have this? I can't tell you how many people with luggage I see confused about where they should go with their luggage. Inevitably, many of them never know/find the luggage racks and either block aisles or take up seats with huge bags. And it seems a couple times a month I hear a conductor make an announcement during boarding to tell a bicyclist who accidentally boarded the wrong car to move to the bike car.
- There needs to be signage on the floors of the bike car entrances with large arrows showing which way bicyclists and non-bicyclists should go, preferably in a noticeable color like bright yellow. There should also be prominent signs (not the tiny ones randomly present on some bike cars) on the walls on the bike car in conspicuous locations. When accompanied with regular announcements from conductors stating that bike cars are reserved for bicyclists, this signage will further speed-up boarding of bike cars as well as allow more bicyclists to sit next to their bicycles. A minority of conductors are fantastic about telling all passengers boarding in the bike car to stay out of the bike car if they don't have a bike, but I would love to see all conductors doing this.

- Note: I've been informed before that limiting bicyclists to bike cars violates ADA regulations. First, I'm just asking for signage and announcements; I'm not saying anybody should be forced to move from bike cars. Second, the vast majority (in my experience, at least 99%) of non-bicyclists sitting in bike cars are not disabled but doing so mostly out of ignorance of the issue, so announcements and signage would almost entirely solve the issue. Third, this ADA defense doesn't apply to the Gallery cars since the upper seats are clearly not accessible to the disabled and the lower quad chairs are at the other end of the bike car from the doors where you have to walk through bicycles; it would be much safer and easier for the disabled to go to the non-bike car side of the car. But again for emphasis: the issue isn't with the disabled taking seats from bicyclists but with the perfectly healthy (but unaware) persons doing so and this can be mostly solved with pervasive and obvious signage accompanied by regular conductor announcements.
- In the evening commute at 4th St station, there is often a crowding problem in the station where SB passengers waiting for train #380 bunch around the door where NB #269 is arriving since the same cars are used for both trains. It looks like this (it's hard to see, but note that inside the station is completely full of people crowding the door making it very hard to exit the platform):



These passengers, in their herd mentality, think that by crowding around the door they are going to get on #380 quicker, but in fact they get on slower because they significantly delay everyone de-boarding #269 because there is no space to get by. It literally doubles the time it takes to de-board. Meanwhile, most conductors are standing around chatting. Please get some movable stanchions and have the conductors deploy them to keep waiting passengers back away from the doors until ready to board. This will speed up de-boarding of NB trains and hence boarding for SB trains. In general, the 4th St stations just needs some better crowd management, especially when trains are delayed.

- There is a large hole in your schedule in what is effectively still the morning commute time: southbound leaving 4th St station between 9 am and 9:45 am. Can we please get another SB train leaving 4th St station at approximately 9:20? Ideally, this would be a limited train.
- The platforms at the 22nd St station desperately need an entrance from the south ideally with a ramp for bicyclists and handicapped access. There used to be an informal trail

here years ago that was fenced-off some years ago, but it should be re-instituted in an official (paved) capacity. This would also help ease platform congestion when NB trains de-board during the evening commute where the existing stairs on the NB platform are wholly inadequate.

- Thank you for created designated parking space for scooters at the 22nd St station. They were over-crowding the entrance to the stairs on the SB platform.
- The San Antonio station at the Mountain View and Palo Alto border desperately needs widened sidewalks down to the pedestrian/bicyclist tunnel so that both bicyclists and pedestrians can use them at the same time without bicyclists having to wait behind pedestrians. This is the only place to cross the Caltrain tracks for 0.75 mile on either side and it needs to have its capacity upgraded. Please see what was done at the Palo Alto station where there is a tunnel under the Caltrain tracks between the VA and Homer Ave and which has separate and sufficiently-wide space for both pedestrians and bicyclists:



Thank you for our time,  
Jonathan Dirrenberger  
San Francisco, CA