



BOARD OF DIRECTORS 2019

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

JIM HARTNETT
EXECUTIVE DIRECTOR

AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070

May 2, 2019 – Thursday

(Immediately following 9:00 am Special Board Meeting or 10:00 am, 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 April 4, 2019 | MOTION |
| b. Accept Statements of Revenues and Expenditures for March 2019 | MOTION |
| c. Receive Key Caltrain Performance Statistics – March 2019 | INFORMATIONAL |
| d. Receive State and Federal Legislative Update | INFORMATIONAL |
| e. Receive Caltrain Business Plan Monthly Update | INFORMATIONAL |
| f. Call for Public Hearing on Energy Service Contracts for Energy-Efficient Lighting Retrofit at Caltrain Stations | MOTION |
| g. Call for Public Hearing on Proposed Changes to the Codified Tariff | MOTION |
| h. Appointment of Citizens Advisory Committee Representative | MOTION |
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 March 2019 and Quarterly Report

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

Peninsula Corridor Joint Powers Board
May 2, 2019 Agenda

- | | |
|--|---------------|
| b. Monthly Report on Positive Train Control System | INFORMATIONAL |
| c. Caltrain Revenue Measure Poll Key Findings | INFORMATIONAL |
| 8. Caltrain Business Plan Quarterly Update | INFORMATIONAL |
| 9. Authorize Amendment to On-Call Electrification Support Services Contract for the Peninsula Corridor Electrification Project | RESOLUTION |
| 10. Presentation of Preliminary Fiscal Year 2019-2020 Operating and Capital Budgets | INFORMATIONAL |
| 11. Correspondence | |
| 12. Board Member Requests | |
| 13. General Counsel Report | |
| a. Closed Session: Conference with Real Property Negotiators (Joan L. Cassman, General Counsel; Brian Fitzpatrick and Gary Cardona, JPB Real Estate Staff) Pursuant to Government Code Section 54956.8: | |
| Property Location: | |
| 4020 Campbell Avenue, Menlo Park, CA (APN: 055-253-090) | |
| Owner: 4020 Amber, LLC | |
| Under negotiation: Price and terms of contract. | |
| 14. Date/Time of Next Regular Meeting: Thursday, June 6, 2019 at 10:00 a.m. San Mateo County Transit District Administrative Building, 2 nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070 | |
| 15. Adjourn | |

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 650.508.6242. Agendas are available on the Caltrain website at www.caltrain.com. Communications to the Board of Directors can be e-mailed to 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; 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 APRIL 4, 2019

MEMBERS PRESENT: G. Gillett (Chair), J. Bruins, C. Brinkman, C. Chavez, D. Davis, D. Pine, C. Stone, S. Walton

MEMBERS ABSENT: R. Collins

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

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Gillian Gillett called the meeting to order at 10:07 a.m.

ROLL CALL

District Secretary Dora Seamans called the roll and confirmed all present, with the exception of Director Ron Collins who was absent.

SWEARING IN

Director Shamann Walton was sworn in as a new member to the JPB Board of Directors representing the City and County of San Francisco.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Kyle Barlow, San Francisco, commented on increasing bike capacity on electric trains.

Shirley Johnson, San Francisco, commented on the slides not shown on the projector and commented on increasing bike capacity on electric trains.

Cara Dodge, San Jose, commented on increasing bike capacity on electric trains.

Scott Yarbrough, San Francisco, commented on bike spaces on trains.

Karen Camacho, San Mateo, commented on the housing crisis and commercial development.

Roland Lebrun, San Jose, discussed the new high speed rail design in France as an example and commented on Stadler Rail.

Adina Levin, Friends of Caltrain, commented on capital planning, funding, Measure B and the Caltrain Business Plan.

Jeff Carter, Millbrae, welcomed new Board member Director Shamann Walton and commented on the bike space issue on Caltrain.

CONSENT CALENDAR

Motion/Second: Bruins, Stone

Ayes: Brinkman, Bruins, Chavez, Stone, Walton, Pine, Gillett

Absent: Collins, Davis (temporarily absent and returned at 11:06 a.m.)

Noes: None

- a. Approved Special Meeting Minutes of March 7, 2019
- b. Approved Meeting Minutes of March 7, 2019
- c. Accepted Statements of Revenues and Expenditures for February 2019
- d. Received Key Caltrain Performance Statistics – February 2019- (Board requested item removed from Consent Calendar)
- e. Received State and Federal Legislative Update
- f. Received Caltrain Business Plan Monthly Update
- g. Approved Resolution No. 2019-12, Approved Revisions to the Peninsula Corridor Joint Powers Board Procurement Policy
- h. Approved Resolution No. 2019-10, Awarded Contract for State Legislative Advocacy Services
- i. Approved Resolution No. 2019-09, Awarded Contract for Federal Legislative Advocacy Services

RECEIVED KEY CALTRAIN PERFORMANCE STATISTICS – FEBRUARY 2019

Removed from Consent calendar

Michelle Bouchard, Chief Operating Officer, Rail provided a report and confirmed that there has been a reduction in average weekday ridership over the course of the past two months in addition to the reduction in ridership from the weekend tunnel closures. Several factors may have contributed to this reduction in ridership including very wet weather, residual impacts from fare adjustments, peak period train capacity constraints, overall economic cooling. Staff will continue to monitor all potential causes for weakening ridership trends particularly as the budget season kicks off.

Ms. Bouchard also mentioned that this new methodology makes use of historical ticket sales, the annual counts and triennial survey data for ticket usage. She noted that the methodology will be calibrated on a periodic basis. The presentation can be found on the Caltrain website link provided here:

http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/2019/2019-04-04+JPB+Performance+Statistics.pdf

The Board suggested that staff look at other transportation connectivity; take a deeper look at public transfers from each of the stations and potential business opportunities with other agencies.

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

Public Comment

Jeff Carter, Millbrae, commented on the decrease in day passes and monthly passes.

Andy Chow, Redwood City, commented on the ridership drop.

Roland Lebrun, San Jose, commented on the cost of transportation and the market.

Adina Levin, Friends of Caltrain, expressed concern on the income level of riders and service connection.

Drew commented on shuttle service and the weather.

RECEIVE CALTRAIN BUSINESS PLAN MONTHLY UPDATE

Public Comment

Marie Blankley, Gilroy, commented on Measure B and requested increased Caltrain Service.

Edith Ramirez, Morgan Hill, requested more Caltrain service and commented on safety and grade separation.

The Board requested that staff follow up on this issue with Caltrain services in South County and suggested that this subject to be included on a future agenda.

REPORT OF THE CHAIR

The Board wished Director Chavez a Happy Birthday. Chair Gillian Gillett announced that the Local Policy Maker Group (LPMG) met and the meeting notes are in the packet; the meetings are now being recorded on video as well as audio and are available on the website. The Board requested that staff include the LPMG Committee as an item on the future agenda to understand the body of the Committee.

Chair Gillett commented that the appointments to the standing committees were announced during the last meeting; the Finance Committee will meet in May and report to the Board at the June meeting; there is a similar timeline for the Policy Committee. The Board questioned the TBD (to be determined) on the roster for each of the counties on the LPMG agenda and if these representatives should be identified. Chair Gillett agreed and responded that Director Walton will represent San Francisco County

REPORT OF THE CITIZENS ADVISORY COMMITTEE

Brian Shaw, Chair of the Citizens Advisory Committee, reported details on the recent Citizens Advisory Committee. He noted that a vacancy exists from San Francisco County, applications have been received, and he will provide Chair Gillett with recommendations. Chair Gillett noted that Director Walton would also be involved with recruitment.

REPORT OF THE EXECUTIVE DIRECTOR

Jim Hartnett, Executive Director, said this report is in the reading file. Mr. Hartnett also provided a summary of highlighted items on the report that included the survey on the South Santa Clara service. Mr. Hartnett provided timelines of the different phases and funding sources for increased service. Mr. Hartnett noted that the 1/8 sales tax results will be included as an item for discussion on the May agenda. He also provided a report on the Transbay Joint Powers meeting that was held in March.

Peninsula Corridor Electrification Project (PCEP) Monthly Report for February 2019

John Funghi, CalMod Chief Officer, provided a monthly report on the status of the Electrification project; the report includes the progress of the Electrification, Supervisory Control and Data Acquisition (SCADA), and Tunnel Modification components. The report can be found on the Caltrain website link provided here:

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/MPR/2019-02+February+2019+Monthly+Progress+Report.pdf>

Public Comment on Item#7 Report of the Citizens Advisory Committee

Scott Yarborough, San Francisco, commented on the CAC concept and requested drawing cars to understand the full concept.

Adina Levin, commented on the study and the issue with changes to governance

Director Chair Stone left at 11:29 a.m.

Monthly Report on Positive Train Control (PTC) System

Ms. Bouchard provided a report on the Caltrain Positive Train Control Project; highlights of the report include project schedule and major milestones for the Caltrain PTC Implementation, major Wabtec activities that include continued installations of equipment on Caltrain locomotives and cab cars and continued testing; other key activities for the month of March include completion of phases and continued coordination efforts with Electrification and EMU programs.

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

Public comment

Scott Yarborough, San Francisco, passed out handouts and commented that trains need more bike capacity.

Director Stone returned at 11:38 a.m.

Roland Lebrun commented on Caltrain services on Gilroy.

Adina Levin commented on Caltrain Business Plan and investment.

AWARD OF CONTRACT FOR ON-CALL CONSTRUCTION MANAGEMENT SERVICES FOR PENINSULA CORRIDOR ELECTRIFICATION PROJECT

Mr. Funghi, CalMod Chief Officer, recommended award of contract to Jacobs Project Management of Oakland for Award a contract to Jacobs Project Management to provide on-call construction services for the Peninsula Corridor Electrification Project for a five-year term at the negotiated rates specified in the contract.

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

Approved by Resolution 2019-11

Motion/Second: Brinkman, Pine

Ayes: Brinkman, Bruins, Chavez, Davis, Stone, Walton, Pine, Gillett

Absent: Collins

Noes: None

UPDATE ON CONSTRUCTION OF 25TH AVENUE GRADE SEPARATION

Gary Fleming, Director Capital Program Delivery, provided an update on the Construction of 25th Avenue Grade Separation. Mr. Fleming said the construction of the 25th Avenue Grade Separation project has been ongoing since October 2017 and 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 rebaselined and construction, including the relocation of the remaining utilities, continues in the field. Staff also noted that the construction contract was awarded to Shimmick Disney, a JV, in July 2017; construction has been ongoing since October 2017, and is currently scheduled to be completed in October 2020; the project is funded by a combination of San Mateo County Transportation Authority, City of San Mateo, California High Speed Rail and California Public Utilities Commission funds. The presentation can be found on Caltrain website link provided here:

http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/2019/2019-04-04+JPB+Board+presentation+25th+grade+ave.pdf

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

Public Comment

Roland Lebrun, San Jose, commented on his letter regarding safety issues on the grade separation on (25th Avenue) and the relocated Hillsdale station.

Drew commented on the south side of the Hillsdale Station.

Jeff Carter, Millbrae, commented on ownership of Union Pacific and Hillsdale station bus connection.

Adina Levin, Friends of Caltrain, commented on the strategy of the corridor and capital needs.

CORRESPONDENCE

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

BOARD MEMBER REQUESTS

Director Stone (as requested earlier) would like the LPMG Committee as an informational item to be included on future agendas.

The Board meeting recessed to closed session at 12:17 p.m.

GENERAL COUNSEL REPORT

Director Walton left at 12:45 p.m.

Joan Cassman, Legal Counsel, stated the Board would meet in closed session to discuss the following matters:

- a. Closed Session: Conference with Legal Counsel – Existing
Litigation Pursuant to Government Code Section 54956.9(d) (1):
Santa Clara Valley Transportation Authority v. Alves
Alongi Properties, LLC, et al. Santa Clara Superior Court,
Case No. 17CV316097
- b. Closed Session: Conference with Legal Counsel – Existing
Litigation Pursuant to Government Code Section 54956.9(d) (1):
Silverstein v. Transit America Services, Inc., et al.,
San Mateo County Superior Court 18-CIV-01961

The meeting reconvened into open session at approximately 12:45 pm.

Ms. Cassman stated that the Board provided appropriate direction and authority to legal counsel on the two closed session items and noted that there were no reportable actions.

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

Chair Gillett announced that the next meeting would be held on Thursday, May 2, 2019 at 10 a.m.

ADJOURN

The meeting was adjourned at 12:47 p.m.

An audio/video recording of this meeting is available online at www.caltrain.com. Questions may be referred to the Board Secretary's office by phone at 650.508.6279 or by email to board@caltrain.com.

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
MARCH 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 March, 2019.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through March 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 based on actual revenue and expense trends through March 2019.

Forecast Revenues: Total revenue (page 1, line 17) is forecast \$4.4 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 \$0.3 million lower than budget due to lower forecast expenses, partially offset by lower revenue.

Forecast Expenses: Total Expense (page 1, line 48) is \$4.4 million lower than budget. The variance is primarily due to lower expense trends. Shuttles Services (page 1, line 26) is \$1.2 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 \$0.3 million higher than budget due to debt issuance and refinancing.

Year to Date Revenues: As of March year-to-date actual, the Total revenue (page 1, line 17) is \$8.5 million higher than the prior year. This is primarily driven by higher Farebox Revenue (page 1, line 1), Operating Grants (page 1, line11) and JPB Member Agencies' contributions (page 1, line 12).

Year to Date Expenses: As of March year-to-date actual, the Total Expense (page 1, line 48) is \$7.0 million higher than the prior year-to-date actual. This is primarily due to Rail Operator Services (page1, line 23) and Insurance Cost (page 1, line 29).

BUDGET IMPACT

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

STRATEGIC INITIATIVE

This item does not achieve a strategic initiative.

Prepared By:

Maria Pascual, Accountant
Jennifer Ye, Manager, General Ledger

650-508-6288
650-622-7890

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

	% OF YEAR ELAPSED								75.0%
	YEAR TO DATE				ANNUAL				
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	APPROVED BUDGET	FORECAST	\$ VARIANCE	% BUDGET	
REVENUE									
OPERATIONS:									
1 Farebox Revenue	71,506,077	74,400,004	2,893,926	4.0%	107,795,329	103,500,000	(4,295,329)	(4.0%)	1
2 Parking Revenue	3,969,004	3,959,973	(9,031)	(.2%)	5,845,900	5,500,000	(345,900)	(5.9%)	2
3 Shuttles	1,623,571	1,442,525	(181,046)	(11.2%)	2,683,400	2,000,000	(683,400)	(25.5%)	3
4 Rental Income	1,434,125	1,418,873	(15,252)	(1.1%)	1,873,000	2,100,000	227,000	12.1%	4
5 Other Income	1,227,517	1,764,356	536,838	43.7%	1,192,000	2,200,000	1,008,000	84.6%	5
6									6
7 TOTAL OPERATING REVENUE	79,760,295	82,985,731	3,225,436	4.0%	119,389,629	115,300,000	(4,089,629)	(3.4%)	7
8									8
CONTRIBUTIONS:									
9									9
10 AB434 Peninsula & TA Shuttle Funding	1,343,514	1,296,368	(47,146)	(3.5%)	1,767,700	1,767,700	-	0.0%	10
11 Operating Grants	3,199,237	4,927,955	1,728,718	54.0%	3,700,607	3,700,607	-	0.0%	11
12 JPB Member Agencies	16,863,047	20,523,500	3,660,453	21.7%	25,448,014	25,448,014	-	0.0%	12
13 Use of Reserves	-	-	-	0.0%	1,208,871	900,395	(308,476)	(25.5%)	13
14									14
15 TOTAL CONTRIBUTED REVENUE	21,405,798	26,747,823	5,342,025	25.0%	32,125,192	31,816,716	(308,476)	(1.0%)	15
16									16
17 GRAND TOTAL REVENUE	101,166,093	109,733,554	8,567,461	8.5%	151,514,821	147,116,716	(4,398,105)	(2.9%)	17
18									18
19									19
EXPENSE									
20									20
21									21
OPERATING EXPENSE:									
22									22
23 Rail Operator Service	58,908,831	63,459,048	4,550,217	7.7%	87,385,577	87,385,577	-	0.0%	23
24 Positive Train Control	47,971	20,481	(27,491)	(57.3%)	572,481	572,481	-	0.0%	24
25 Security Services	4,466,678	4,018,753	(447,925)	(10.0%)	6,172,151	6,172,151	-	0.0%	25
26 Shuttles Services	3,529,415	2,945,062	(584,354)	(16.6%)	5,444,500	4,287,506	(1,156,994)	(21.3%)	26
27 Fuel and Lubricants	7,252,275	7,893,520	641,245	8.8%	10,765,356	10,765,356	-	0.0%	27
28 Timetables and Tickets	3,327	54,175	50,848	1528.3%	143,500	143,500	-	0.0%	28
29 Insurance	1,425,412	3,483,442	2,058,030	144.4%	5,750,000	5,750,000	-	0.0%	29
30 Facilities and Equipment Maint	1,570,229	1,419,345	(150,884)	(9.6%)	3,316,395	2,700,000	(616,395)	(18.6%)	30
31 Utilities	1,454,057	1,349,515	(104,543)	(7.2%)	2,265,720	1,900,000	(365,720)	(16.1%)	31
32 Maint & Services-Bldg & Other	972,405	720,858	(251,547)	(25.9%)	1,529,098	1,267,708	(261,390)	(17.1%)	32
33									33
34 TOTAL OPERATING EXPENSE	79,630,601	85,364,199	5,733,598	7.2%	123,344,778	120,944,279	(2,400,499)	(1.9%)	34
35									35
ADMINISTRATIVE EXPENSE									
36									36
37 Wages and Benefits	6,203,180	7,775,237	1,572,057	25.3%	11,480,399	10,171,262	(1,309,137)	(11.4%)	37
38 Managing Agency Admin OH Cost	4,316,530	5,196,320	879,790	20.4%	5,899,231	6,300,000	400,769	6.8%	38
39 Board of Directors	11,354	15,634	4,281	37.7%	14,600	14,600	-	0.0%	39
40 Professional Services	3,531,923	1,527,730	(2,004,193)	(56.7%)	5,125,000	5,125,000	1	0.0%	40
41 Communications and Marketing	145,748	193,514	47,766	32.8%	302,000	316,500	14,500	4.8%	41
42 Other Office Expenses and Services	1,332,757	2,381,970	1,049,213	78.7%	4,050,139	2,625,900	(1,424,239)	(35.2%)	42
43									43
44 TOTAL ADMINISTRATIVE EXPENSE	15,541,491	17,090,405	1,548,914	10.0%	26,871,368	24,553,262	(2,318,106)	(8.6%)	44
45									45
46 Long Term Debt Expense	1,168,978	949,968	(219,010)	(18.7%)	1,298,675	1,619,175	320,500	24.7%	46
47									47
48 GRAND TOTAL EXPENSE	96,341,069	103,404,572	7,063,502	7.3%	151,514,821	147,116,716	(4,398,105)	(2.9%)	48
49									49
50 NET SURPLUS / (DEFICIT)	4,825,024	6,328,982	1,503,959	31.2%	0	-	(0)	(100.0%)	50



PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF MARCH 31, 2019

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
-----		-----	-----	-----	-----
Local Agency Investment Fund (Unrestricted)	*	Liquid Cash	2.436%	-	-
County Pool (Restricted)	**	Liquid Cash	2.410%	1,000,000	1,000,000
County Pool (Unrestricted)	**	Liquid Cash	2.410%	545,238	545,238
Other (Unrestricted)		Liquid Cash	0.000%	49,241,836	49,241,836
Other (Restricted)	***	Liquid Cash	0.850%	17,882,089	17,882,089
-----		-----	-----	-----	-----
				\$ 68,669,163	\$ 68,669,163

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 March 2019, the total cost of the Total County was \$5,461,079,743 and the fair market value per San Mateo County Treasurer's Office was \$5,477,947,464.

*** 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 – MARCH 2019**

ACTION

Staff Coordinating Council recommends that the Board receive the Performance Report for March 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 March 2019, Caltrain's Average Weekday Ridership (AWR) decreased 1.7 percent to 65,057 from March 2018 AWR of 66,184. The total number of passengers who rode Caltrain in March 2019 decreased 5.2 percent to 1,487,889 from 1,569,015 calibrated March 2018 ridership.

Staff identified a few potential reasons why the ridership has been in decreasing trend.

Weather-related Impacts and Fare Product Choice Change

As described in the Performance Report in last month, it is likely that weather and change in fare product choice among Caltrain's core customer base affect Caltrain's ridership trend.

In general, it was colder and wetter in Month of March 2019 compared to March 2018. National Oceanic and Atmospheric Administration (NOAA) weather report for the weather station at San Francisco International Airport indicates following:

- Monthly rainfall in March 2019 was 4.47 inches, more than 30 percent higher than that in March 2018.
- It rained on 16 days in March 2019 versus 15 days in March 2018.

Caltrain ticket sales trends have been shifting in recent months likely due to changes made to the Caltrain fare product lineup and pricing. These changes shifted customers from monthly pass and other multi-ride fare products to One-Way tickets and Day Passes. Ticket sales data indicates the trend continued in March 2019; all but Go Pass sales (number of eligible employees) decreased in March 2019 compared to those in March 2018, with the decrease of Monthly Pass sales being greater than that of One-Way tickets as shown in Graph C.

With changes in ticket sales trends, it is very likely that the Caltrain ridership has become more sensitive to the weather condition than it was before. It is possible that the increased use of One-Way tickets could have potentially allowed passengers to opt out of traveling on Caltrain during inclement weather as opposed to having a captured ridership pool that have already invested in monthly passes (and paid whether or not they rode).

Other Potential Influences

Other potential influences on ridership include:

- The SF Weekend Closure:
 - In March, there were 10 weekend days during which the tunnels were closed for construction. Actual counts at Bayshore Station estimate that approximately 30,000 fewer riders (45 percent decrease in riders compared to the 2018 Annual Count baseline) rode Caltrain into or out of stations in San Francisco County because of the shutdown in March 2019.
 - Service on the weekends resumed during the month of April. Staff will monitor how weekend ridership recovers throughout the summer and baseball season.
- Slow-down of economic activities, observed as:
 - Layoffs at companies including Apple, Electronic Arts, Instacart, Oracle, Paypal, SAP, and Verity Health System of California
- Overly crowded peak trains that require standees are less attractive to potential riders.

As stated in the last month, it is difficult to determine the degree to which two influences (the slow-down of economic activities and overly crowded trains) are impacting average weekday ridership. Staff will analyze data and recently collected survey results to determine if these listed above are factors.

Farebox Revenue decreased 0.5 percent to \$8,065,294 from \$8,103,016 in March 2018.

On-time performance (OTP) for March 2019 was 94.0 percent compared to 94.3 percent OTP for March 2018. In March 2019, there were 961 minutes of delay due to mechanical issues compared to 515 minutes in March 2018.

Looking at customer service statistics, there were 8.1 complaints per 100,000 passengers in March 2019 which increased from 7.6 in March 2018.

Shuttle ridership for March 2019 decreased 2.6 percent from March 2018. For station shuttles:

- Millbrae-Broadway shuttle: 190 average daily riders
- Weekend Tamien-San Jose shuttle: 22 average daily riders

When the Marguerite shuttle was removed, the impact to ridership was a decrease of 5.6 percent. Due to ongoing service issues with the Shuttle Contractor (MV Transportation) as a result of staffing shortage, there were a total of 952 DNOs (Did Not Operate) trips and a total of 8,903 DNOs in FY2019 for Caltrain in March 2019. Although DNOs have generally leveled off for Caltrain, there are still service losses 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
March 2019

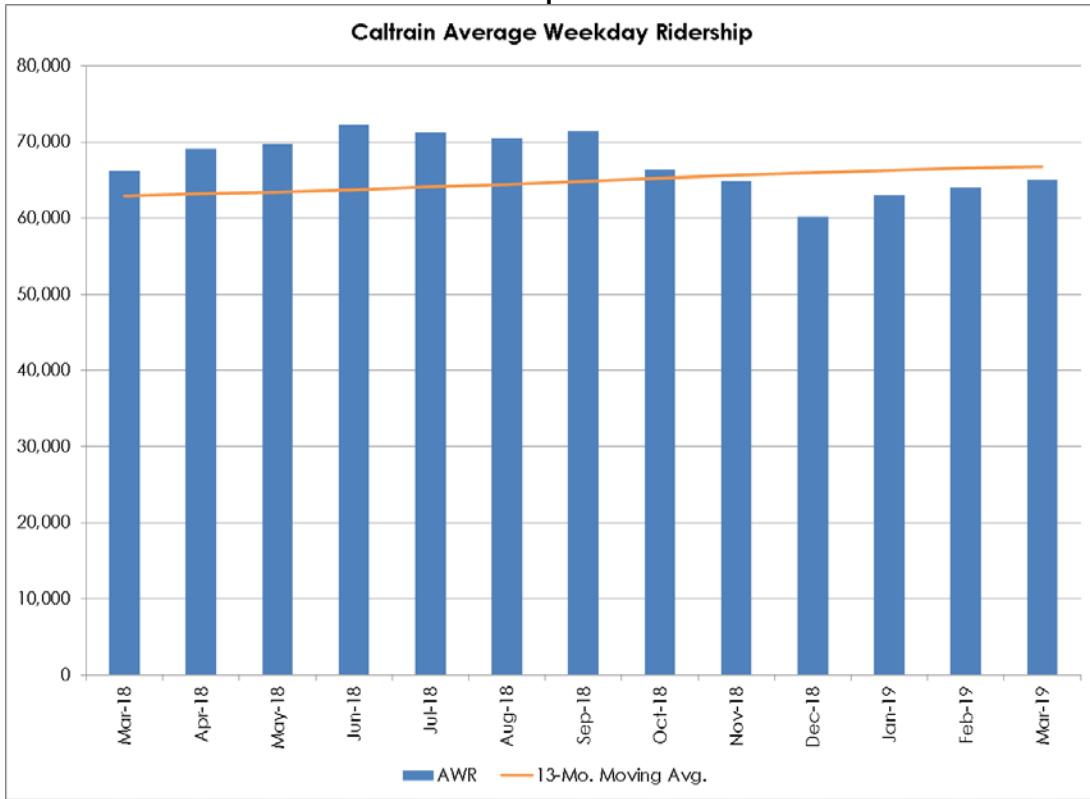
	FY2018	FY2019	% Change
Total Ridership	1,569,015*	1,487,889	-5.2%
Average Weekday Ridership	66,184*	65,057	-1.7%
Total Farebox Revenue	\$ 8,103,016	\$ 8,065,294	-0.5%
On-time Performance	94.3%	94.0%	-0.4%
Average Weekday Caltrain Shuttle Ridership	9,473	9,224	-2.6%

Fiscal Year to Date

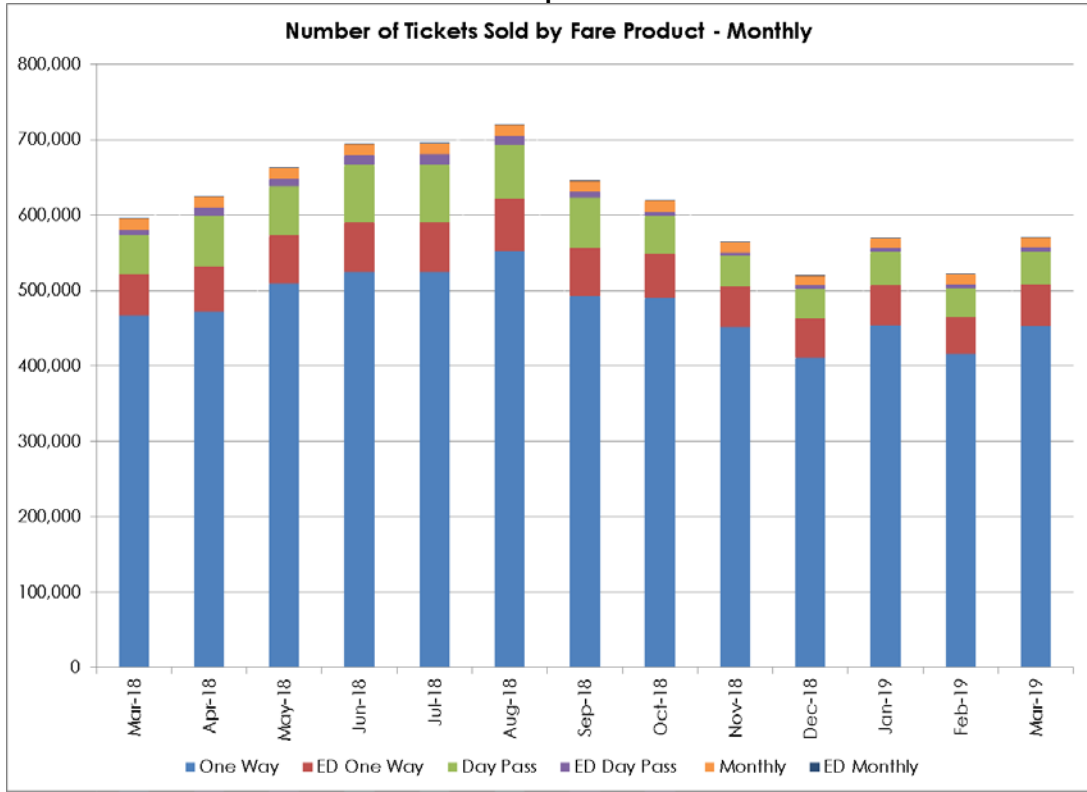
	FY2018	FY2019	% Change
Total Ridership	13,922,551*	13,595,706*	-2.3%
Average Weekday Ridership	62,423*	66,309*	6.2%
Total Farebox Revenue	\$ 71,506,077	\$ 74,395,447	4.0%
On-time Performance	94.8%	93.1%	-1.8%
Average Weekday Caltrain Shuttle Ridership	8,820	8,355	-5.3%

* = Items revised due to calibration to the ridership model

Graph A

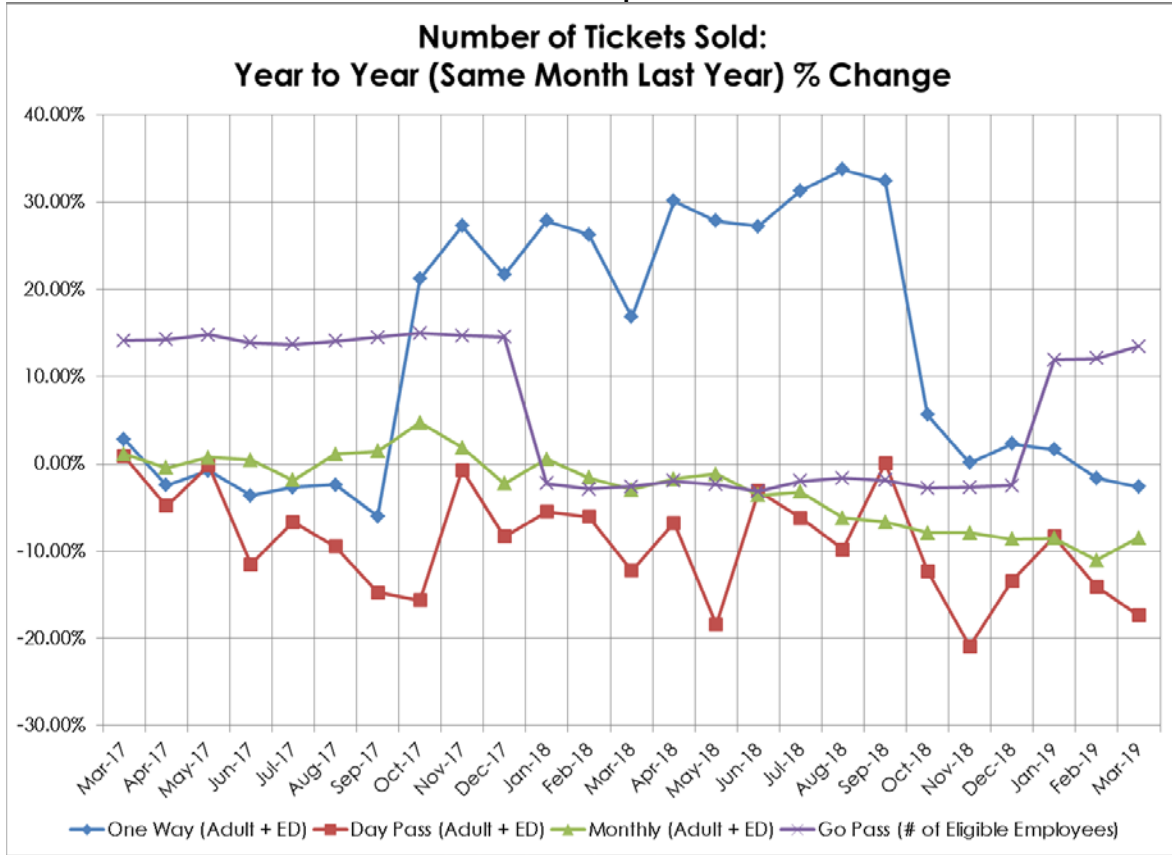


Graph B

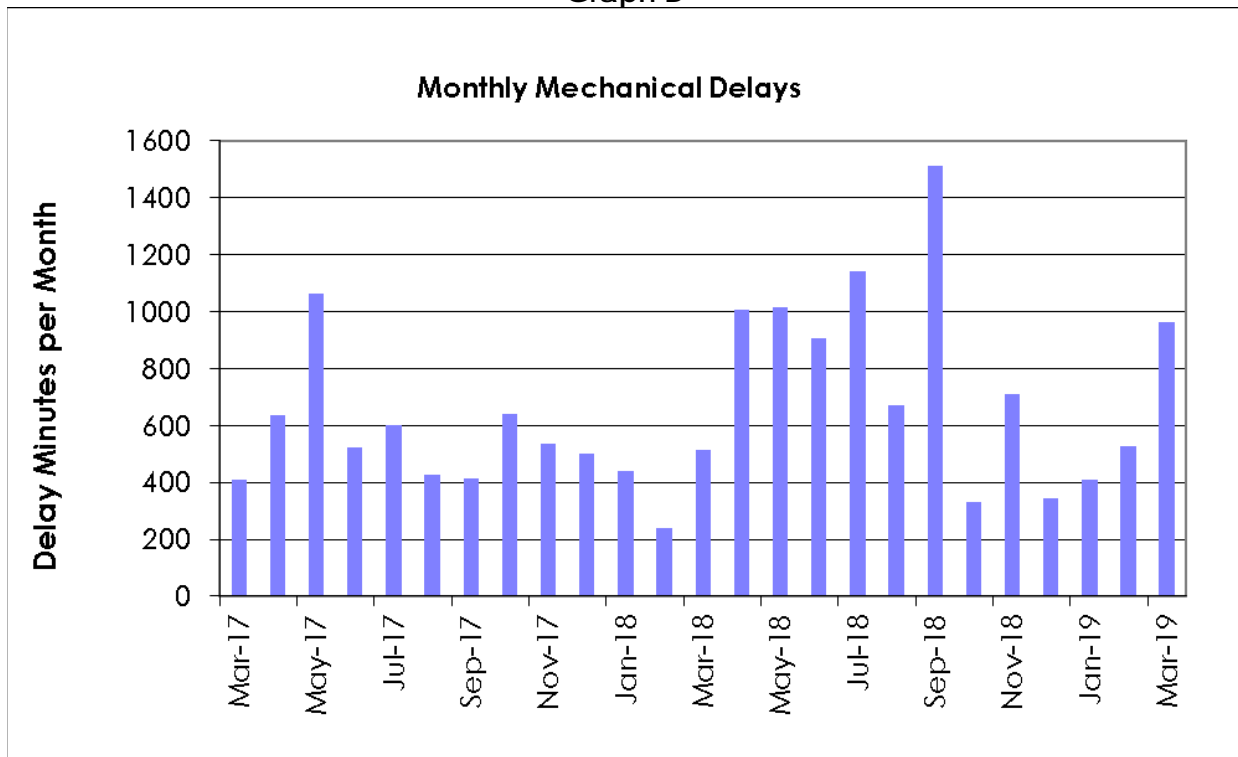


*Go Passes tracked by Monthly Number of Eligible Employees (not by Sales)

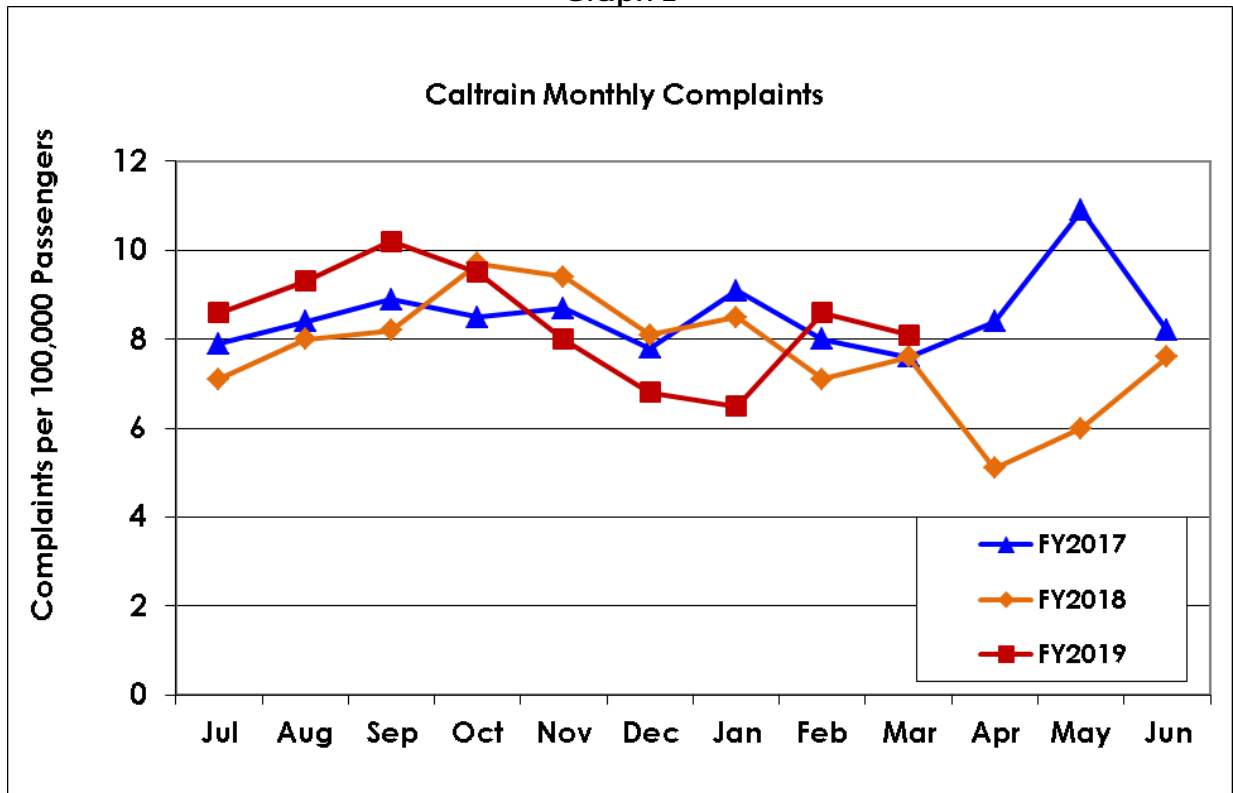
Graph C



Graph D



Graph E



Caltrain Promotions – March 2019

Partnership – Caltrain partnered with Cinequest Film Festival, an annual independent festival that brings Silicon Valley innovation to the cinematic arts. Cinequest Film & Creativity Festival was held downtown San Jose and Redwood City from March 3 to March 15. This was the perfect opportunity to partner with Caltrain as a transit partner. Communications included news release/blogs, social media and a showcase on the go.caltrain.com website. Ad cards were also placed onboard trains to promote and encourage people to use transit.

On-going Promotions

San Jose Sharks at SAP Center – For the month of March, the Sharks played eleven home games. Caltrain boarding at San Jose Diridon station was 2,153 customers. The Sharks have clinched a spot in the playoffs starting April. Caltrain will operate the 15 minute hold rule for all playoff games with last train holding 15 minutes should the game go into OT but depart no later than 10:45 p.m.

Caltrain Digital Metrics - MARCH 2019

New Followers

+424

Mar 19 - 176,727
 Feb 19 - 176,303
 Mar 18 - 177,737

Top Tagged Issues

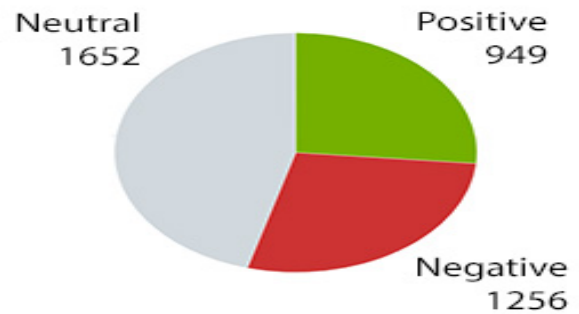
1. Delay (260)
2. Bike Car (76)
3. Capacity (26)
4. CalMod (21)
5. Clipper (12)

Caltrain.com Sessions

Mar 19 - 766,440
 Feb 19 - 662,604
 Mar 18 - 765,157

Social Sentiment

Social Mentions by Sentiment



Monthly Yelp & FB Rating

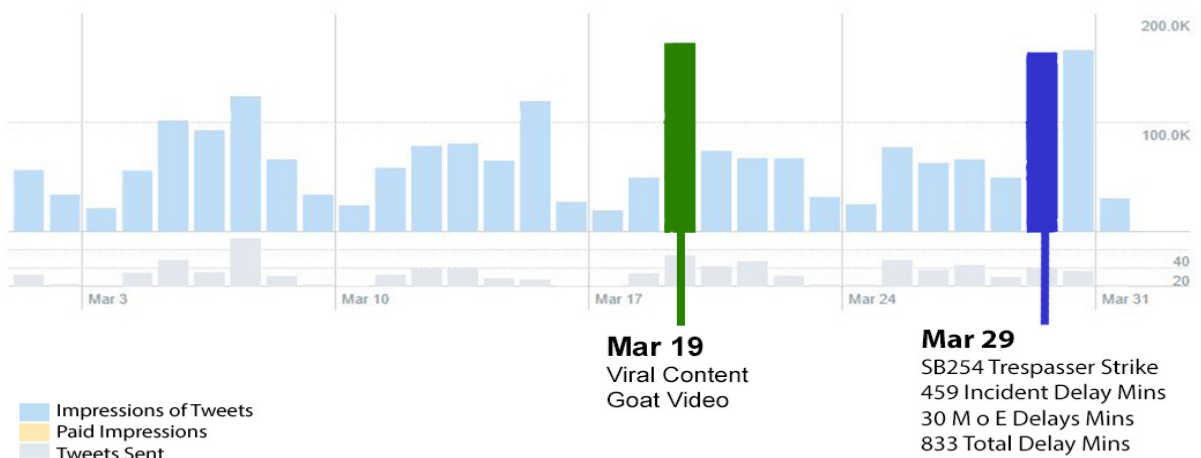


(1 March review)

Twitter Impression Spikes

March, 2019

Your Tweets earned 2.2M impressions over this 31 day period



Impressions sometimes appear the day after an incident as Twitter users view the post the next day.

Prepared by:	Patrice Givens, Data Specialist	650.508.6347
	James Namba, Marketing Specialist	650.508.7924
	Jeremy Lipps, Social Media Officer	650.622.7845

AGENDA ITEM #4 (d)
MAY 2, 2019

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

April 19, 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 – APRIL 2019**

Overview

The Legislature is coming off its Spring Recess and will reach a significant deadline with the April 26 policy committee deadline for bills with fiscal impact. This marks the first “narrowing of the funnel” for the approximately 2,500 bills introduced in 2019. As we have noted in previous reports, legislators introduce a lot of bills that are simply ideas at the time of introduction and have no substantive statutory language. The first policy committee deadline forces legislators to put substance behind their ideas, with a hearing and a vote to follow. Some bills never get substance put into them, are rejected by the first committee, or simply not pursued -- thus the “narrowing of the funnel”.

Legislation of Note:

AB 145 (Frazier) High Speed Rail Confirmation of Board Members. This bill, by the Chair of the Assembly Transportation Committee, was introduced with a lot of media attention. It is a byproduct of Assemblyman Frazier’s displeasure with management of High Speed Rail and came on the heels of an informational hearing he held in January. This bill would require that the five voting members of the High Speed Rail Authority appointed by the Governor be subject to Senate confirmation.

While this bill is not subject to the April 26 deadline, the author’s staff has indicated that it will not get set for a hearing in 2019.

AB 226 (Mathis) Reduce Fares for Transit Passes. This bill was originally a spot bill introduced by Devon Mathis, a Republican member from the Central Valley to deal with how discount transit fares are calculated for purpose of fare-box recovery ratios. It was then amended to be a vehicle registration fee exemption bill. The author is not setting it for hearing and it will now be a dead bill.

AB 553 (Melendez) High Speed Rail Bonds. This bill, introduced by Republican Assemblymember Melissa Melendez, would place an initiative on the ballot that would redirect high speed rail bond funds to the Department of Housing and Community Development to fund multifamily housing and prohibit any further use of bond money for high speed rail, except for the bookend projects. This bill was heard in the Assembly Transportation Committee on April 1, where it failed on a 4-11 vote.

AB 11 (Chiu) – Redevelopment. This bill would restore California Redevelopment Law that was eliminated in 2012. This bill was heard in the Assembly Housing and Community Development Committee on March 27 where it passed on 6-2 vote. This bill will next be heard in the Assembly Local Government Committee on April 24.

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 was heard in the Senate Housing Committee on April 2 where it passed on a 9-1 vote. It will next be heard in the Senate Governance and Finance Committee on April 24.

Holland & Knight

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Caltrain Federal Report March - April 2019

CONGRESS

FY 2020 Transportation Appropriations: These past few weeks, Department of Transportation Secretary Elaine Chao testified before the House and Senate Transportation-HUD (THUD) Appropriations Subcommittees.

On March 27, the Secretary testified before the Senate THUD Subcommittee. Most of the hearing focused on Boeing 737 MAX. Members also asked Chao about the surface transportation bill and Highway Trust Fund insolvency. She replied that Congress should pass one bill for both a surface transportation reauthorization and infrastructure spending given the expiration of the FAST Act next year.

On April 10, she discussed the President's FY 2020 budget before the House THUD Subcommittee. Sec. Chao's prepared statement noted: "When the President's FY 2020 Budget was being developed, we did not have a final FY 2019 Appropriation and were operating under a long-term Continuing Resolution. In the absence of a FY 2019 Enacted Appropriation, the Administration relied on its own FY 2019 President's Budget request as the basis for the FY 2020 President's Budget decisions. When we compare the President's Budget request for FY 2019 and FY 2020, the FY 2020 budget provides an overall 8.9% increase. Further, compared to the FY 2017 enacted level, prior to the budget cap deal increases, the overall increase for FY 2020 is almost 8%. This reflects the Administration's strong support for funding transportation infrastructure investments even as other portions of the President's Budget were targeted for reductions." Subcommittee Chairman David Price (D-NC) focused his questions on the Boeing 737-MAX, and Secretary Chao stated that she has directed the DOT to audit the certification process and DOT has formed an advisory committee for safety oversight and certification procedures.

Rep. Bonnie Watson Coleman (D-NJ) asked the Secretary several questions on the Gateway project. She asked about the status of the Federal Railroad Administration approving the final Environmental Impact Statement (EIS) for the Hudson River Tunnel portion, and Chao did not answer but said that the project is ineligible for Federal Transit Administration (FTA) Capital Investment Grant because its low rating.

Transportation Reauthorization/Infrastructure Update: House and Senate committees with jurisdiction over the reauthorization of the surface transportation bill (FAST Act) and potential

infrastructure bill have continued to hold hearings in March. The key theme that has emerged from the many discussions has been the lack of consensus on how to raise revenue for a package. While there is support from many for an increase to the gas tax, fiscal conservatives have suggested devolution.

The Senate Environment and Public Works (EPW) Committee (oversees highways) is currently drafting the FAST Act reauthorization bill. The committee would like to introduce and mark up the FAST Act reauthorization bill in committee by July. The committee would like the bill to pass this year before 2020 which is an election year. The committee will hold draft legislation hearings this spring. The Senate is not planning to consider an infrastructure bill.

The Senate Banking Committee (oversees transit) is holding roundtables with transportation agencies and is waiting for leadership to identify funding before the committee begins drafting.

House Transportation & Infrastructure Committee Chairman Peter DeFazio (D-OR) would like an infrastructure bill on the floor early summer but committee members are asking for him to combine the two bills. Recently, the committee asked for committee members to submit priorities for the FAST Act reauthorization. The letter to the members said, “The Committee has announced that they will produce a transformative bill that will focus on the following areas:

- Transportation Innovation, new technology and smart infrastructure to modernize mobility.
- Promoting diverse transportation choices and providing affordable solutions including incentives for electrification.
- Prioritizing safety improvements.
- Supporting the transportation workforce with training and good paying jobs.
- Building infrastructure to address and mitigate the impacts of climate change.
- Supporting U.S. made materials.
- Improving project delivery while protecting natural resources, safety, worker protections and public participation.”

Senate Budget Assumes Highway User Tax Increases: Senate Budget Committee Chairman Mike Enzi (R-WY) released his [five-year budget blueprint](#) for FY 2020 – FY 2029 on March 22, and the committee approved it a week later. The blueprint assumes that Congress will enact between \$85-90 billion in new highway user taxes over five years to keep the Highway Trust Fund solvent at baseline funding levels. The resolution seeks \$176 billion in increased revenue over the next five years, and assumes about half the receipts could be received as part of a broader effort for Highway Trust Fund solvency. The budget also extends and makes permanent a provision from the FY 2009 budget resolution that prohibits Senate consideration of any surface transportation reauthorization bill that appropriates budget authority from any source other than the Highway Trust Fund.

Senate Approves Slate of Nominees: The Senate, including its committees, has been working to approve a slew of transportation nominees.

Federal Transit Administration (FTA): On March 12, the Senate Banking Committee approved the re-nomination of Thelma Drake to be Administrator of the FTA. The President first

nominated Drake for the position in February 2018, and the Senate Banking Committee approved her nomination three months later. However, her nomination stalled due to opposition from Senators Chuck Schumer (D-NY), Bob Menendez (D-NJ), and others from the New York/New Jersey area who ironclad commitments from the Administration to fund the Gateway program of passenger rail projects.

National Highway Transportation Safety Administration (NHTSA); DOT Research: The Senate Commerce Committee approved the nominations of Heidi King and Diana Furchtgott-Roth on April 3. King was nominated to lead the NHTSA in April 2018, after serving for six months as Deputy Administrator. However, the Senate failed to vote on her nomination before the end of the previous session, and she was re-nominated in January. Furchtgott-Roth was nominated to serve as Assistant Secretary of Transportation for Research and Technology.

Federal Highway Administration (FHWA): Nicole Nason was confirmed on March 28 to serve as Administrator of the FHWA, in a [95-1 vote](#). The position has been vacant since January 2017, and the Senate EPW Committee approved Nason's nomination in early February 2019. Nason currently serves as Assistant Secretary for Administration at the State Department and previously served as both NHTSA administrator and as an Assistant Secretary at DOT.

Federal Aviation Administration (FAA): The President nominated Steve Dickson, a former airline pilot, to be Administrator of the FAA. Dickson would replace acting Administrator Dan Elwell. Dickson is a former Delta Air Lines pilot, and the nomination comes after a long wait for a permanent head of the agency. Dickson will face Senate confirmation hearings, though a date for that has not been announced.

ADMINISTRATION

New DOT Council on Novel Technology: Transportation Secretary Elaine Chao announced on March 12 the [creation of a new council](#) to address permit requests for new technologies in transportation. The council, called the Non-Traditional and Emerging Transportation Technology Council, will be responsible for identifying and resolving jurisdictional and regulatory gaps that are presented when the agency addresses new technologies such as Hyperloop and autonomous vehicles (AVs). Tunneling technologies will be the first item the council considers.

FTA No Longer Seeking to Phase Out CIG: The Federal Transit Administration (FTA) issued its [annual report](#) on Capital Investment Grants (CIG) funding recommendations, proposing \$500 million for new CIG projects in FY 2020. This is a reversal from last year's report, in which the agency recommended phasing out the program, and did not request or recommend funding beyond that for projects with existing full fund grant agreements.

GRANTS

Low-No Funding Opportunity Issued: The FTA announced \$85 million in available funding under the [Low or No Emission \(Low-No\) Bus Program](#). The grant program helps project sponsors purchase or lease low or no emission vehicles that use advanced technologies for transit revenue operations, including related equipment or facilities. FTA will award the grants to

eligible recipients, which include public transit agencies, state transportation departments, and tribes on a competitive basis. Applications are due by May 14, 2019. Holland & Knight is working with NFTA on letters of support.

FTA Launches New Public Safety Initiative: The FTA launched a new Human Trafficking Awareness and Public Safety Initiative on March 29. The program includes two Notices of Funding Opportunity (NOFOs) totaling \$4 million to prevent human trafficking and other crimes that may occur on buses, trains, and other forms of public transportation. The first is the [Innovations in Transit Public Safety](#) program, which would develop projects that assist transit agencies with identifying and adopting specific measures to address public safety in transit systems, including crime prevention, human trafficking, and operator assault. The second is the [Crime Prevention and Public Safety Awareness](#) program, which would develop and disseminate materials supporting public safety awareness campaigns for transit systems, including crime prevention, human trafficking, and operator assault. The deadline for both programs is May 28, 2019.

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 4/22/2019

Bill Number (Author)	Summary	Location	Position
<p>AB 5 (Gonzalez D)</p> <p>Worker status: independent contractors.</p>	<p>Existing law, as established in the case of Dynamex Operations West, Inc. v. Superior Court of Los Angeles (2018) 4 Cal.5th 903 (Dynamex), creates a presumption that a worker who performs services for a hirer is an employee for purposes of claims for wages and benefits arising under wage orders issued by the Industrial Welfare Commission. Existing law requires a 3-part test, commonly known as the "ABC" test, to establish that a worker is an independent contractor for those purposes. This bill would state the intent of the Legislature to codify the decision in the Dynamex case and clarify its application. The bill would provide that the factors of the "ABC" test be applied in order to determine the status of a worker as an employee or independent contractor for all provisions of the Labor Code, unless another definition or specification of "employee" is provided. The bill would codify existing exemptions for specified professions that are not subject to wage orders of the Industrial Welfare Commission or the ruling in the Dynamex case. The bill would state that its provisions do not constitute a change in, but are declaratory of, existing law. This bill contains other existing laws.</p> <p>Amended: 3/26/2019</p>	<p>Assembly Appropriations</p>	<p>Watch</p>
<p>AB 11 (Chiu D)</p> <p>Community Redevelopment Law of 2019.</p>	<p>(1)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</p>	<p>Assembly Local Government</p> <p>4/24/2019 1:30 p.m. - State Capitol, Room 127 ASSEMBLY LOCAL GOVERNMENT, AGUIAR-CURRY, Chair</p>	<p>Watch</p>

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 4/22/2019

	<p>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 assistance to a city or county desiring to form an agency pursuant to these provisions. This bill contains other related provisions and other existing laws.</p> <p>Amended: 4/11/2019</p>		
<p>AB 145 (Frazier D)</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. 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>AB 226 (Mathis R)</p> <p>Registration renewal fees: exemptions.</p>	<p>Existing law authorizes the Department of Motor Vehicles to renew the registration of a vehicle upon the payment of the proper fees. Existing law requires the department to notify the registered owner of each vehicle, except as specified, of the date that the registration renewal fees for the vehicle are due. Existing law generally exempts vehicles that are owned by certain persons, including disabled veterans, former American prisoners of war, and recipients of the Congressional Medal of Honor, from fees imposed under the Vehicle Code, except as specified. This bill would also exempt those vehicles from any other fees that are assessed as part of the registration renewal fee, as stated in the registration renewal notice mailed by the department.</p> <p>Amended: 3/25/2019</p>	Assembly Transportation	Watch
<p>AB 553 (Melendez R)</p> <p>High-speed rail bonds: housing.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes</p>	Assembly Transportation	Watch

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 4/22/2019

	<p>before the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to the Department of Housing and Community Development's Multifamily Housing Program. The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide general election. This bill contains other related provisions.</p> <p>Amended: 3/13/2019</p>		
<p>AB 752 (Gabriel D)</p> <p>Public transit: transit stations: lactation rooms.</p>	<p>Existing law requires the airport manager of an airport operated by a city, county, city and county, or airport district that conducts commercial operations and that has more than one million enplanements a year, or upon new terminal construction or the replacement, expansion, or renovation of an existing terminal, to provide a room or other location at each airport terminal behind the airport security screening area for members of the public to express breast milk in private. This bill would require a multimodal transit station that meets certain criteria, including that it has an enclosed waiting room of an unspecified size, or a transit station that is proposed to serve California's high-speed rail system, that commences operations or a renovation on or after January 1, 2021, to include a lactation room. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Amended: 4/11/2019</p>	<p>Assembly Transportation</p> <p>4/22/2019 3 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair</p>	<p>Watch</p>
<p>AB 1486 (Ting D)</p> <p>Local agencies: surplus land.</p>	<p>(1) Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines "local agency" for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. Existing law defines "surplus land" for these purposes as land owned by any local agency that is determined to be no longer necessary for the agency's use, except property being held by the agency for the purpose of exchange. Existing law defines "exempt surplus land" to mean land that is less than 5,000 square feet in area, less than the applicable minimum legal residential building lot size, or has no record access and is less than 10,000 square feet in area, and that is not contiguous to land owned by a state or local agency and used for park, recreational, open-space, or affordable housing. This bill would expand the definition of "local agency" to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state and any instrumentality thereof that is empowered to acquire and hold real property, thereby requiring these entities to comply with these requirements for</p>	<p>Assembly Housing and Community Development</p> <p>4/24/2019 9:15 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, CHIU, Chair</p>	<p>Watch</p>

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 4/22/2019

	<p>the disposal of surplus land. The bill would specify that the term "district" includes all districts within the state, and that this change is declaratory of existing law. The bill would revise the definition of "surplus land" to mean land owned by any local agency that is not necessary for the agency's governmental operations, except property being held by the agency expressly for the purpose of exchange for another property necessary for its governmental operations and would define "governmental operations" to mean land that is being used for the express purpose of agency work or operations, as specified. The bill would provide that land is presumed to be surplus land when a local agency initiates an action to dispose of it. The bill would provide that "surplus land" for these purposes includes land held in the Community Redevelopment Property Trust Fund and land that has been designated in the long-range property management plan, either for sale or for retention, for future development, as specified. The bill would also broaden the definition of "exempt surplus land" to include specified types of lands. This bill contains other related provisions and other existing laws.</p> <p>Amended: 4/11/2019</p>		
<p><u>ACA 1 (Aguiar-Curry D)</u> 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, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, 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. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p> <p>Amended: 3/18/2019</p>	<p>Assembly Appropriations 4/24/2019 9 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, GONZALEZ, Chair</p>	<p>Watch</p>
<p><u>SB 1 (Atkins D)</u> 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. This bill would require specified agencies to take prescribed actions regarding certain federal requirements and standards pertaining to air, water, and protected species, as</p>	<p>Senate Judiciary 4/23/2019 1:30 p.m. - Room 112 SENATE JUDICIARY, JACKSON, Chair</p>	<p>Watch</p>

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 4/22/2019

	<p>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>Amended: 4/11/2019</p>		
<p>SB 4 (McGuire D) Housing.</p>	<p>(1) The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would authorize a development proponent of a neighborhood multifamily project or eligible transit-oriented development (TOD) project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a "neighborhood multifamily project" to mean a project to construct a multifamily unit of up to 2 residential dwelling units in a nonurban community, as defined, or up to 4 residential dwelling units in an urban community, as defined, that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would define an "eligible TOD project" as a project located in an urban community, as defined, that meets specified height requirements, is located within 1/2 mile of an existing or planned transit station parcel or entrance, and meets other floor area ratio, density, parking, and zoning requirements. The bill also requires an eligible TOD project development proponent to develop a plan that ensures transit accessibility to the residents of the development in coordination with the applicable local transit agency. The bill would require specified TOD projects to comply with specified affordability, prevailing wage, and skilled and trained workforce requirements. The bill would also define "eligible parcel" to mean a parcel located within a city or county that has unmet regional housing needs and has produced fewer housing units than jobs over a specified period; is zoned to allow residential use and qualifies as an infill site; is not located within a historic district, coastal zone, very high fire hazard severity zone, or a flood plain; the development would not require the demolition of specified types of affordable housing; the parcel is not eligible for development under existing specified transit-oriented development authorizations; and the parcel in question has been fully reassessed on or after January 1, 2021, to reflect its full cash value, following a change in ownership. This bill contains other related provisions and other existing laws.</p> <p>Amended: 4/10/2019</p>	<p>Senate Gov. & F.</p> <p>4/24/2019 9 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE SPECIAL ORDER, MCGUIRE, Chair</p> <p>4/24/2019 9 a.m. - Room 113 SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair</p> <p>4/25/2019 8 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair</p>	<p>Watch</p>

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 4/22/2019

<p>SB 5 (Beall D)</p> <p>Affordable Housing and Community Development Investment 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. This bill would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment 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, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria. This bill contains other related provisions and other existing laws.</p> <p>Amended: 4/8/2019</p>	<p>Senate Appropriations</p> <p>4/29/2019 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, PORTANTINO, Chair</p>	<p>Watch</p>
<p>SB 43 (Allen 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. 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 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>Senate Gov. & F.</p> <p>4/24/2019 9 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, MCGUIRE, Chair</p>	<p>Watch</p>
<p>SB 50 (Wiener D)</p> <p>Planning and zoning: housing development: incentives.</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-</p>	<p>Senate Gov. & F.</p> <p>4/24/2019 9 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE SPECIAL ORDER, MCGUIRE, Chair</p>	<p>Watch</p>

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 4/22/2019

	<p>income households or qualifying residents. 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 minimum controls on 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>Amended: 3/11/2019</p>		
<p>SB 146 (Beall D) 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. This bill would repeal the provisions relating to the Peninsula Rail Transit District.</p> <p>Introduced: 1/18/2019</p>	Assembly Desk	Watch
<p>SB 147 (Beall D) 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. 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>	Assembly Desk	Watch
<p>SB 277 (Beall D) Road Maintenance and Rehabilitation</p>	<p>Under existing law, the California Transportation Commission allocates various state and federal transportation funds through specified state programs to local and regional transportation agencies to implement projects consistent with the requirements of those programs. The Road Repair and Accountability Act of 2017 continuously appropriates \$200,000,000 annually from the Road Maintenance and</p>	<p>Senate Transportation 4/23/2019 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION, BEALL, Chair</p>	Watch

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 4/22/2019

<p>Program: guidelines.</p>	<p>Rehabilitation Account for allocation by the commission to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely to transportation improvements. Existing law requires the commission, in cooperation with the Department of Transportation, transportation planning agencies, county transportation commissions, and other local agencies, to develop guidelines for the allocation of those moneys, and authorizes the commission to amend the adopted guidelines after conducting at least one public hearing. This bill would require the commission, in cooperation with those same entities, to biennially update the guidelines with final approval of the update occurring on or before January 1 of each even-numbered year. The bill would require the commission to publicly release a draft of the proposed update at least 6 months before the January 1 final approval deadline, to provide for a 90-day public comment period on the draft, and to conduct at least 2 public hearings about the draft. In order to amend the guidelines, the bill would require the commission to publicly release a draft of the proposed amendment at least 3 months before the amendment is adopted, to provide for a 90-day public comment period on the amendment, and to conduct an additional public hearing.</p> <p>Amended: 3/18/2019</p>		
<p>SB 279 (Galgiani D)</p> <p>High-Speed Rail Authority: supplemental business plan.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Existing law requires the authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements, by May 1, 2014, and every 2 years thereafter. This bill would require the authority to develop and adopt a supplemental business plan for the estimated cost of completing the section of the high-speed rail system located between the City of Merced and the northern end of the initial operating segment in the County of Madera on or before February 1, 2020, and submit the supplemental business plan to the Director of Finance, a specified peer review group, and certain legislative committees.</p> <p>Amended: 3/27/2019</p>	<p>Senate Transportation</p>	<p>Watch</p>

Total Measures: 18

Total Tracking Forms: 18

**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 APRIL 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 April of 2019.

SIGNIFICANCE

Peninsula Corridor Joint Powers Board (JPB) staff has prepared the attached memo and presentation describing project activities and outreach related to the Caltrain Business Plan that occurred during April 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 “April” update covers work completed in late March of 2019 and April of 2019.

ONGOING TECHNICAL WORK

Through spring of 2019 the Caltrain Business Plan team continued intensive technical work on the plan. The following technical work products are documented in the attached presentation that was provided to the Project Partner Committee as well as the CSCG and LPMG;

- Analysis of grade crossing improvements and potential investments along the Caltrain corridor

The following additional technical analysis is ongoing and will be presented in the coming months;

- Continued service planning work including
 - Initiation of dynamic simulation of all service concepts
 - Exploration of additional service concepts and variations
- 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 (discussed in the attached presentation)
- 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 as well as development of preliminary organizational recommendations
- Ongoing community interface documentation and development of comparison corridor case studies

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;

- Transbay Joint Powers Authority Citizen Advisory Committee (April 9)
- Mountain View City Council (April 9)
- Transbay Joint Powers Authority Board of Directors (April 9)
- Caltrain Business Plan Ad Hoc Committee (April 15)
- City County Staff Group (April 17)
- Belmont City Council (April 23)
- Local Policy Maker Group (April 25)

In addition to public meetings, the Business Plan team also began the second round of individual meetings with staff from each of the 21 local jurisdictions along the Caltrain corridor. These meetings are still ongoing but were substantially completed during the month of April.

The Project Partner Committee (PPC) held its regular, full meeting on April 23.

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.

Caltrain Business Plan

APRIL 2019

DRAFT

LPMG

April 25, 2019 –
Board Agenda Item#4 (e)



Continuing to Build a Business Case

What is the Caltrain Business Plan?

What Addresses the future potential of the railroad over the next 20-30 years. It will assess the benefits, impacts, and costs of different service visions, building the case for investment and a plan for implementation.

Why Allows the community and stakeholders to engage in developing a more certain, achievable, financially feasible future for the railroad based on local, regional, and statewide needs.

What Will the Business Plan Cover?

Technical Tracks



Service

- Number of trains
- Frequency of service
- Number of people riding the trains
- Infrastructure needs to support different service levels



Business Case

- Value from investments (past, present, and future)
- Infrastructure and operating costs
- Potential sources of revenue



Community Interface

- Benefits and impacts to surrounding communities
- Corridor management strategies and consensus building
- Equity considerations



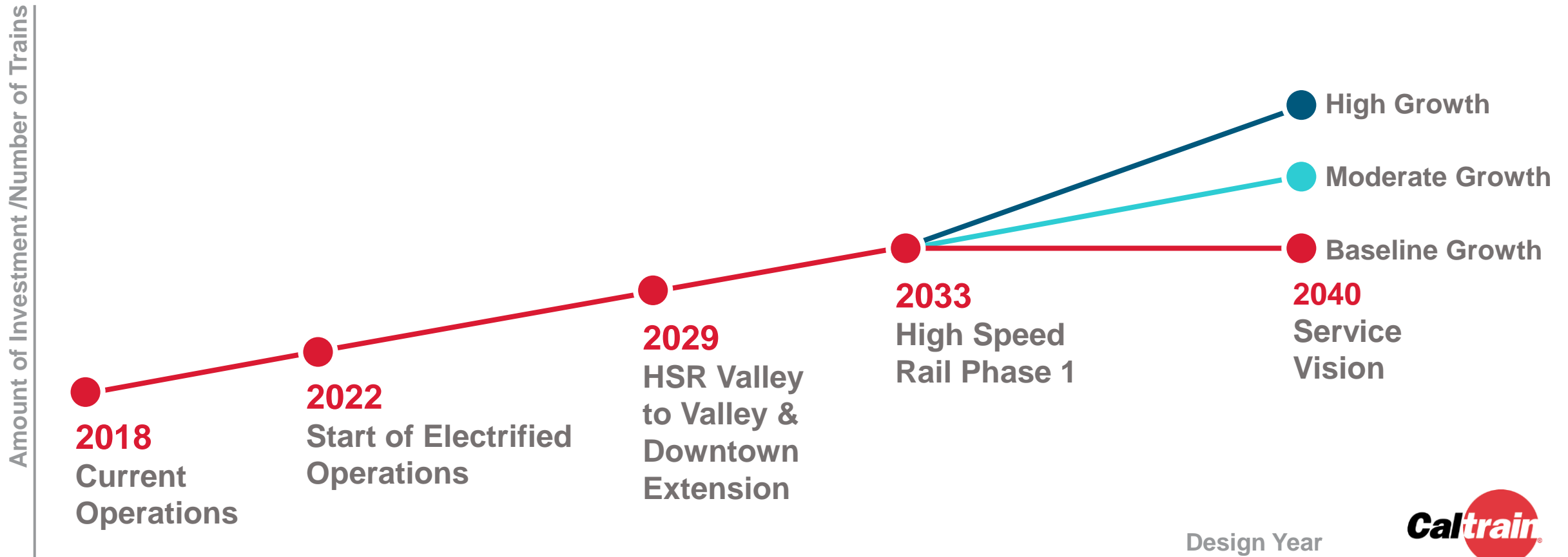
Organization

- Organizational structure of Caltrain including governance and delivery approaches
- Funding mechanisms to support future service

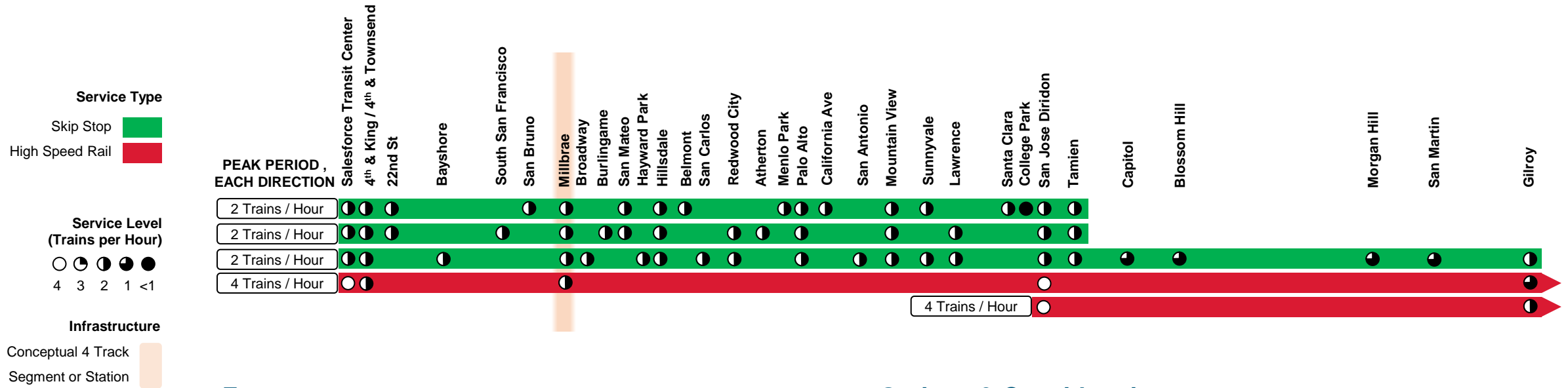
Where Are We in the Process?



2040 Service Scenarios: Different Ways to Grow



2040 Baseline Growth Scenario (6 Caltrain + 4 HSR)



Features

- Blended service with up to 10 TPH north of Tamien (6 Caltrain + 4 HSR) and up to 10 TPH south of Tamien (2 Caltrain + 8 HSR)
- Three skip stop patterns with 2 TPH – most stations are served by 2 or 4 TPH, with a few receiving 6 TPH
- Some origin-destination pairs are not served at all

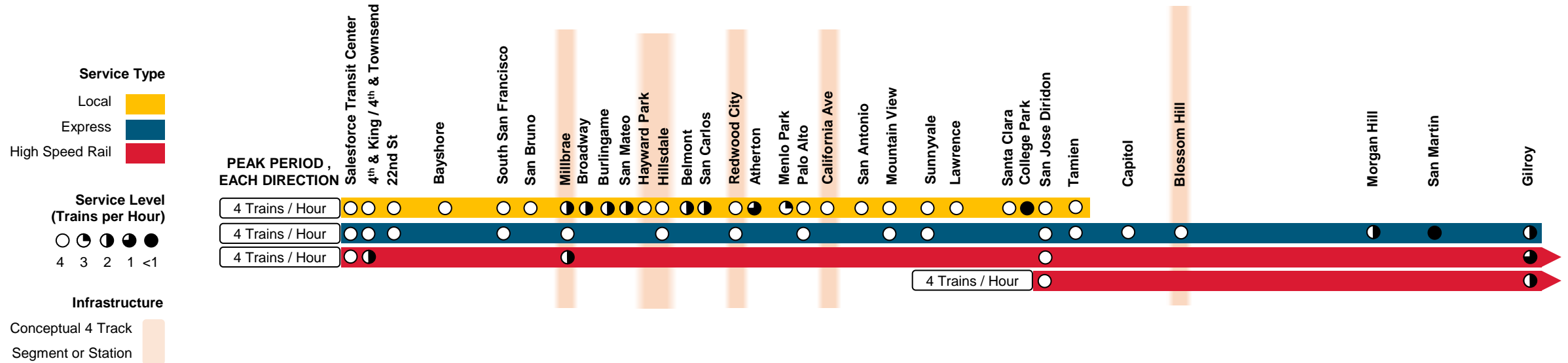
Passing Track Needs

- Less than 1 mile of new passing tracks at Millbrae associated with HSR station plus use of existing passing tracks at Bayshore and Lawrence

Options & Considerations

- Service approach is consistent with PCEP and HSR EIRs
- Opportunity to consider alternative service approaches later in Business Plan process

Moderate Growth Scenario (8 Caltrain + 4 HSR)



Features

- A majority of stations served by 4 TPH local stop line, but Mid-Peninsula stations are serviced with 2 TPH skip stop pattern
- Express line serving major markets – some stations receive 8 TPH
- Timed local/express transfer at Redwood City

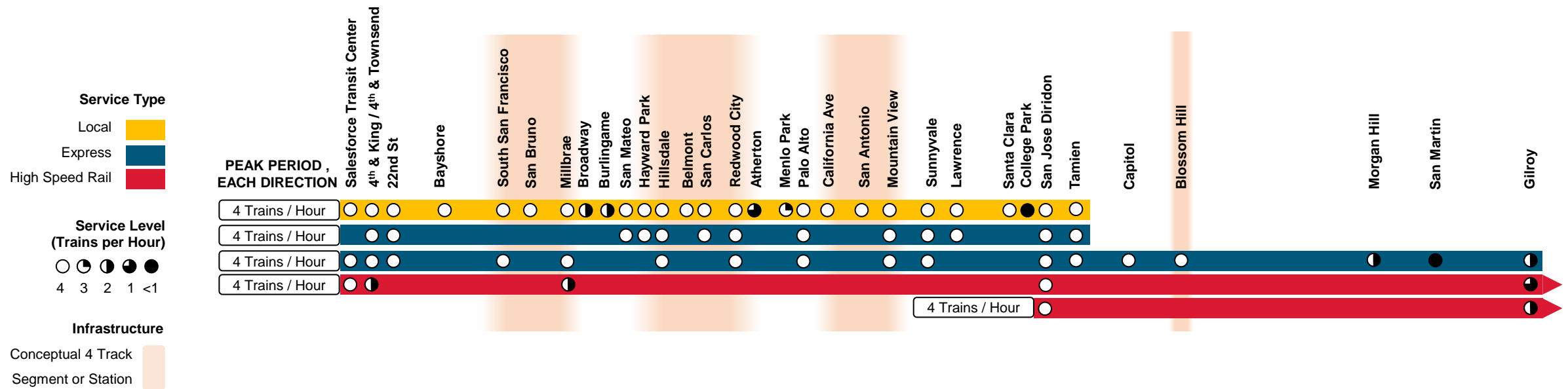
Passing Track Needs

- Up to 4 miles of new 4-track segments and stations: Hayward Park to Hillsdale, at Redwood City, and a 4-track station in northern Santa Clara county (Palo Alto, California Ave, San Antonio or Mountain View. California Ave Shown)

Options & Considerations

- To minimize passing track requirements, each local pattern can only stop twice between San Bruno and Hillsdale - in particular, San Mateo is underserved and lacks direct connection to Millbrae
- Each local pattern can only stop once between Hillsdale and Redwood City
- Atherton, College Park, and San Martin served on an hourly or exception basis

High Growth Scenarios (12 Caltrain + 4 HSR)



Features

- Nearly complete local stop service – almost all stations receiving at least 4 TPH
- Two express lines serving major markets – many stations receive 8 or 12 TPH

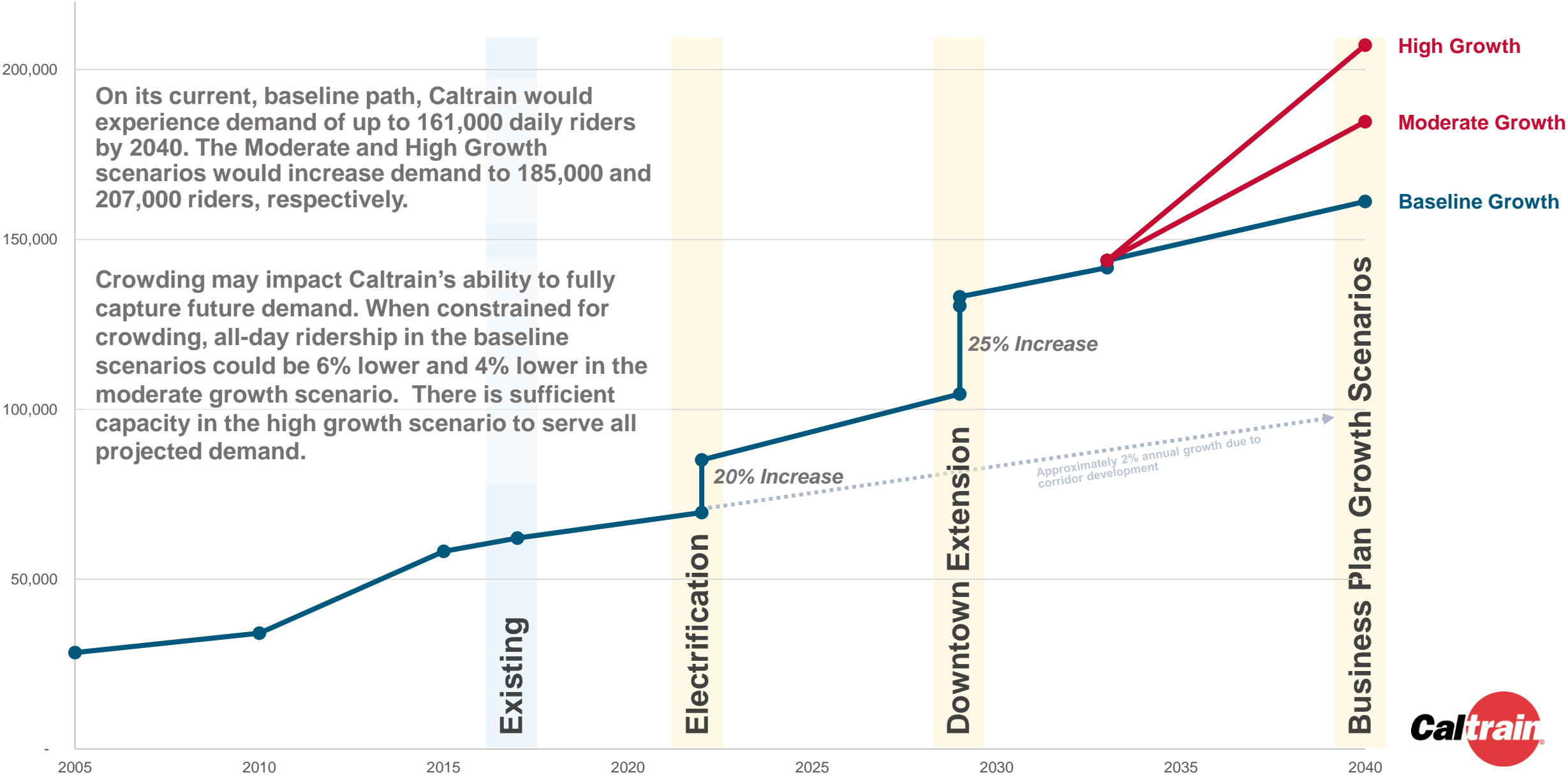
Passing Track Needs

- Requires up to 15 miles of new 4 track segments: South San Francisco to Millbrae, Hayward Park to Redwood City, and northern Santa Clara County between Palo Alto and Mountain View stations (shown: California Avenue to north of Mountain View)

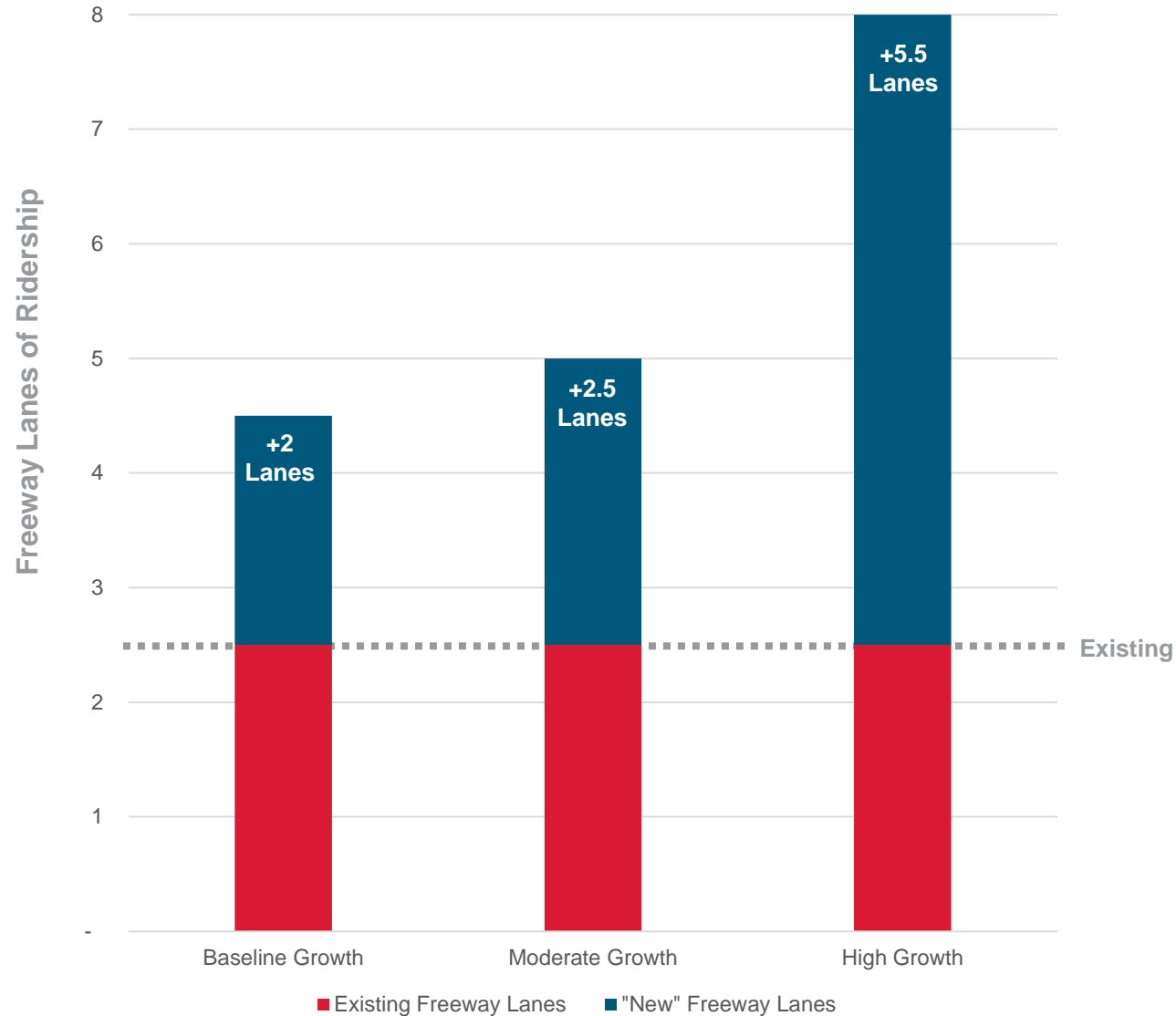
Options & Considerations

- SSF-Millbrae passing track enables second express line; this line cannot stop north of Burlingame
- Tradeoff between infrastructure and service along Mid-Peninsula - some flexibility in length of passing tracks versus number and location of stops
- Flexible 5 mile passing track segment somewhere between Palo Alto and Mountain View
- Atherton, College Park, and San Martin served on an hourly or exception basis

Ridership Projections



Peak Hour Throughput as Freeway Lanes



Caltrain's peak load point occurs around the mid-Peninsula. Today, Caltrain serves about 3,900 riders per direction during its busiest hour at this peak load point. This is equivalent to 2.5 lanes of freeway traffic.

The **Baseline Growth Scenario** increases peak hour ridership to about 6,400 riders at the peak load point – equivalent to widening US-101 by 2 lanes. Peak hour demand exceeds capacity by about 40%.

The **Moderate Growth Scenario** increases peak hour ridership to about 7,500 riders at the peak load point – equivalent to widening US-101 by 2.5 lanes. Peak hour demand exceeds effective capacity by about 35% due to higher demand for express trains.

The **High Growth Scenario** increases peak hour ridership to over 11,000 at the peak load point – equivalent to widening US-101 by 5.5 lanes. All ridership demand is served.

Assumes 135% max occupancy load





Grade Crossings & Grade Separations

Purpose

- Provide a corridor wide background and perspective on at-grade crossings and grade separations
- Discuss ongoing city-led grade separation plans and projects
- Quantify the range of investment in grade crossings to be incorporated into the 2040 “Service Vision”
- Discuss next steps



Background

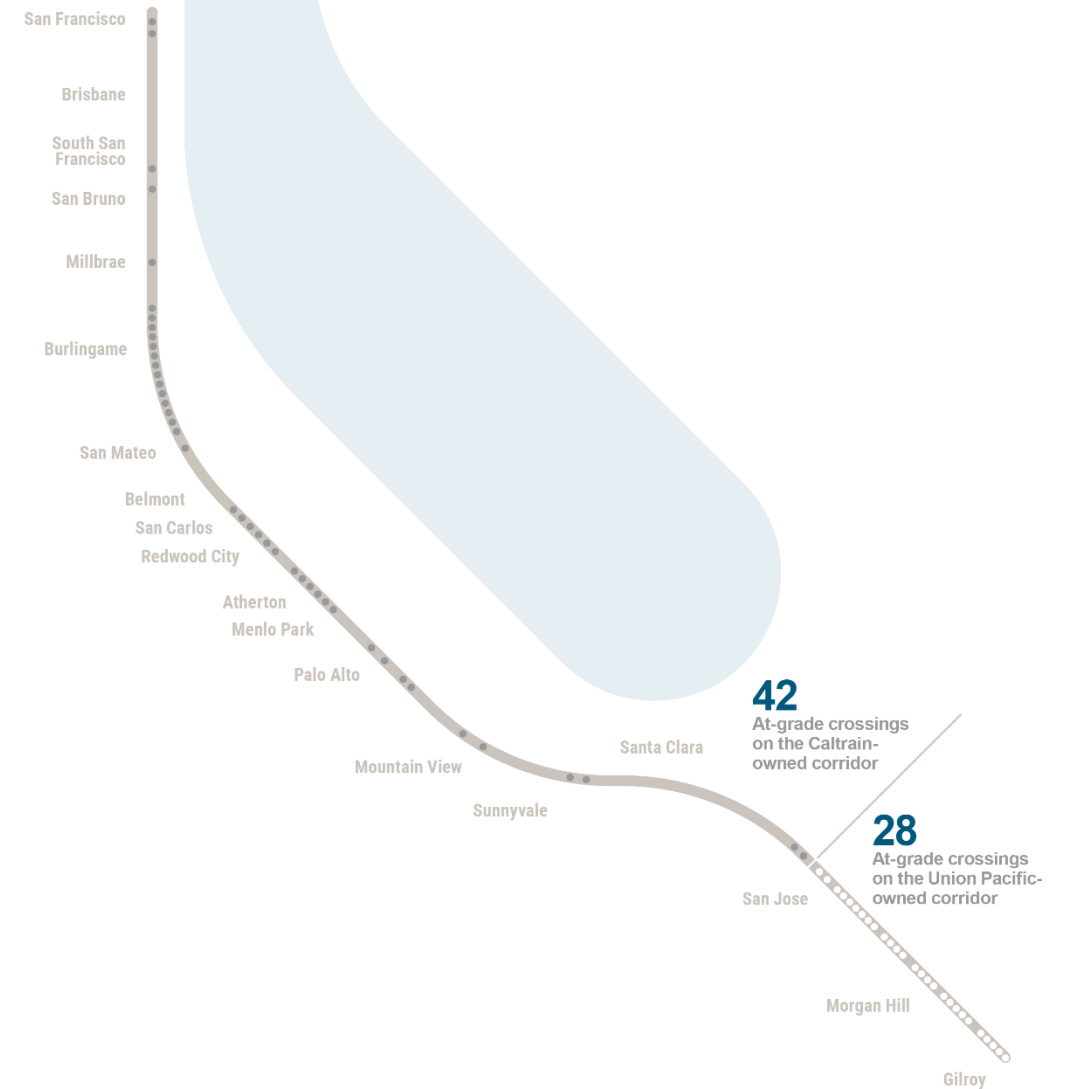
Context

- 42 at-grade crossings on the corridor Caltrain owns between San Francisco and San Jose
- 28 additional at-grade crossings on the UP-owned corridor south of Tamien

At-Grade Crossing by County in Caltrain Territory

- San Francisco: 2 at-grade crossings
- San Mateo: 30 at-grade crossings
- Santa Clara: 10 at grade crossings (with 28 additional crossings on the UP-owned corridor)

Most of the data shown in this presentation pertains to the Caltrain-owned corridor north of Tamien Station



Background

History

Today, 71 of 113 crossings along the Caltrain corridor have already been separated (63%) and 12 of 30 crossings along the UP corridor have been separated (29%)

The grade separations have been constructed (and reconstructed) at various points during the corridor's 150-year history

Planning for, funding, and constructing grade separations has been a decades-long challenge for the Caltrain corridor



Bayshore Tunnels under construction, 1907

Background - History

Grade Separations Have Been an Enduring Challenge

“In 1929, Palo Alto City Mayor, C.H. Christen, and Stanford University Engineering Professor Emeritus, W.F. Durand, organized political leaders from San Francisco, San Mateo, and Santa Clara counties to form the Peninsula Grade Crossing Conference, also referred to as the Peninsula Grade Crossing Association. Professor Durand and the association, with help from the San Francisco City Engineer, Southern Pacific Railroad, and the California Railroad Commission, studied the grade crossing situation on the San Francisco Peninsula throughout 1930 and sought ways to eliminate grade crossings.

In 1931, the association’s engineering subcommittee released a detailed, \$9 million two-phase proposal to eliminate grade crossings on the peninsula. The “Primary Program” of the plan called for construction of grade separations at the 15 most traveled and hazardous grade crossings and closure of the 17 least important grade crossings. The “Secondary Program” would have completed the elimination of all major grade crossings in San Francisco, San Mateo, and Santa Clara counties. The conference’s aim was to permit travelers to cross railroad tracks only via grade separations. At an average cost of \$270,000 per grade separation, the Peninsula Grade Crossing Conference proposed legislation to fund these projects through a portion of the state’s gasoline tax.”

- *Historic Context Statement. Roadway Bridges of California 1936-1959.*
Published by Caltrans in 2003

Background

History

The following grade separation projects have been completed since the JPB assumed ownership of the Caltrain Service in 1992;

- Millbrae: Millbrae Ave (1990s)
- North Fair Oaks: 5th Ave (1990s)
- Redwood City: Jefferson Ave (1990s)
- Belmont: Ralston, Harbor (1990s)
- San Carlos: Holly, Britain Howard (1990s)
- San Bruno: San Bruno, San Mateo, Angus (2014)

There is one grade separation project under construction:

- San Mateo: 25th Avenue (estimated 2021 completion)

Funding for Grade Separation provided through San Mateo County's "Measure A" sales tax (1988, 2004) has been instrumental in completing these projects, while dedicated funding has previously not been available in San Francisco or Santa Clara Counties

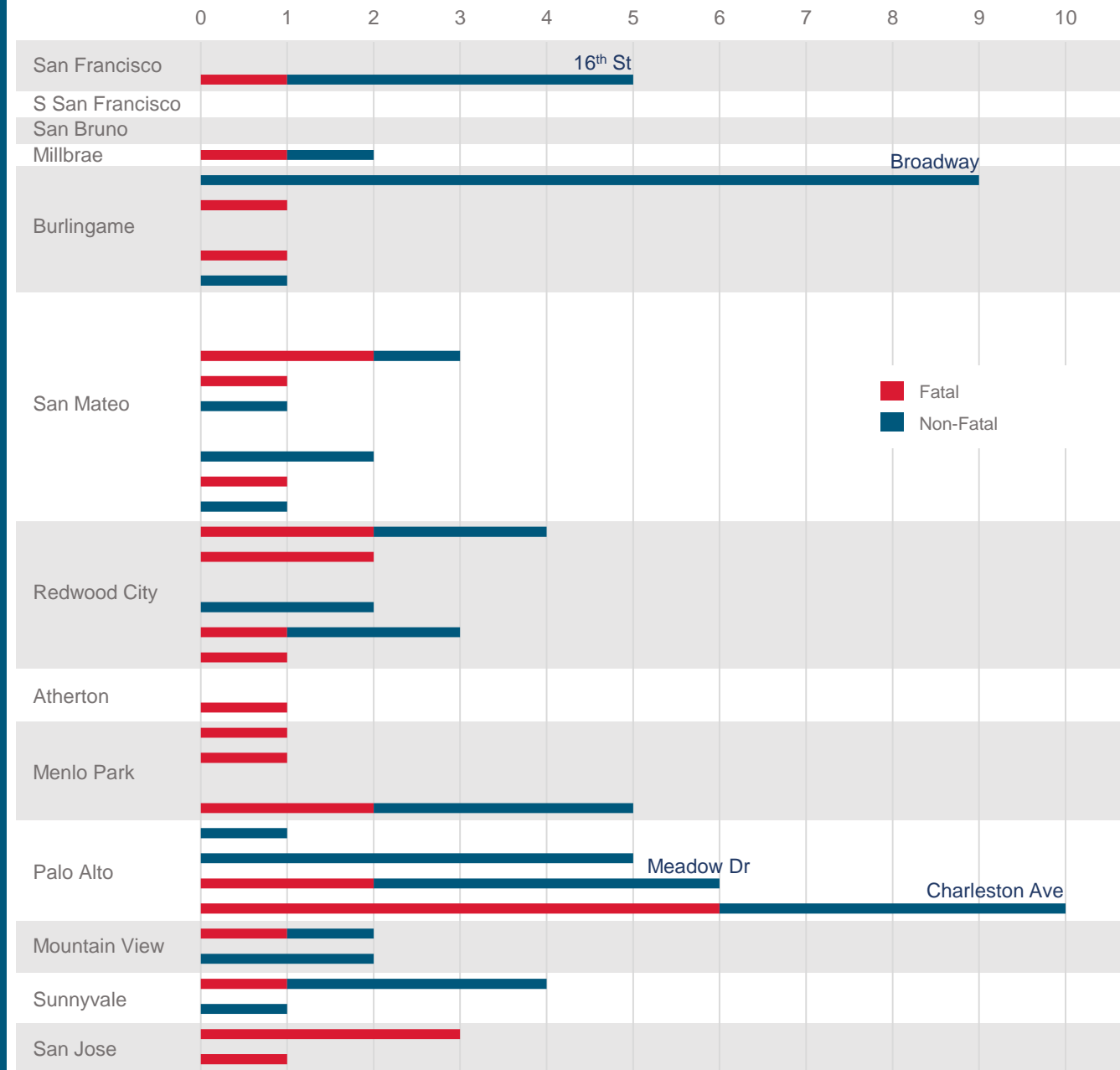


Background Safety

Over 80 collisions occurred at Caltrain's grade crossings in the 10 years from 2009-2018. More than 30 of these collisions involved a fatality

- 11 crossings had 0 collisions
- 8 crossings had 4 or more collisions
- 21 crossings had 1 or more fatalities

Collisions at Caltrain Grade Crossings: 2009-2018



Data presented for Caltrain-owned corridor Only. Collision data from FRA reports

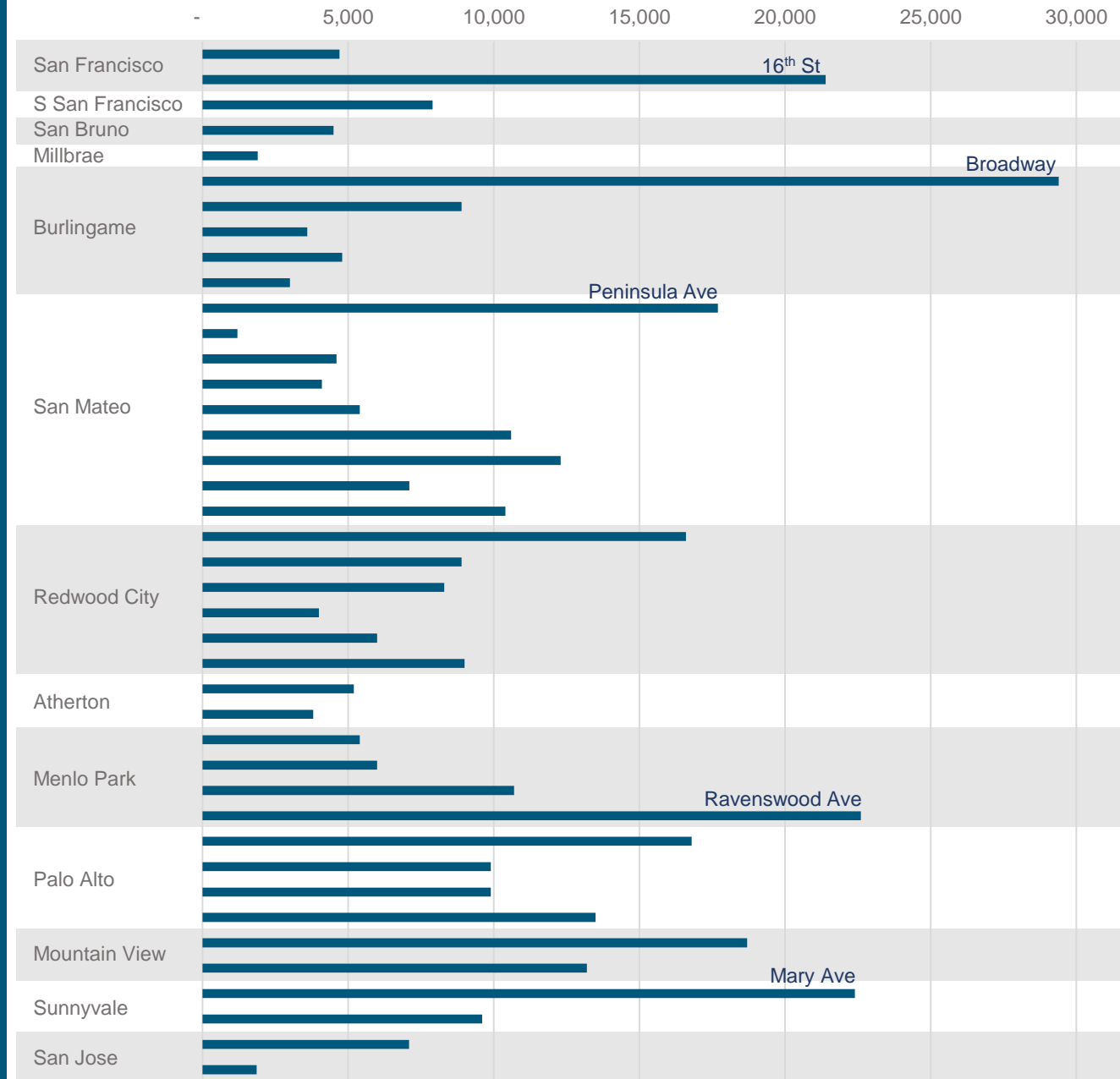
Background

Usage

Today, during a typical weekday, Caltrain's at-grade crossings are traversed by approximately 400,000 cars. This is equivalent to the combined traffic volumes on the Bay Bridge and San Mateo Bridge

The 10 busiest at-grade crossings account for half of all traffic volumes

Existing Daily Traffic Crossing Caltrain Grade Crossings



Background

Regulation

Caltrain understands that the requirement for grade separation set by the current regulatory framework may be out of pace with the ongoing plans and desires of many communities on the corridor

The 2040 “Vision” will consider substantially expanded investment in grade crossing improvements and separations

When is Grade Separation or Closure of a Crossing Required?

Grade crossings are regulated by the Federal Railroad Administration (FRA) and, in California, by the California Public Utilities Commission

Under current regulations, the separation or closure of an at-grade crossing is required in the following circumstances:

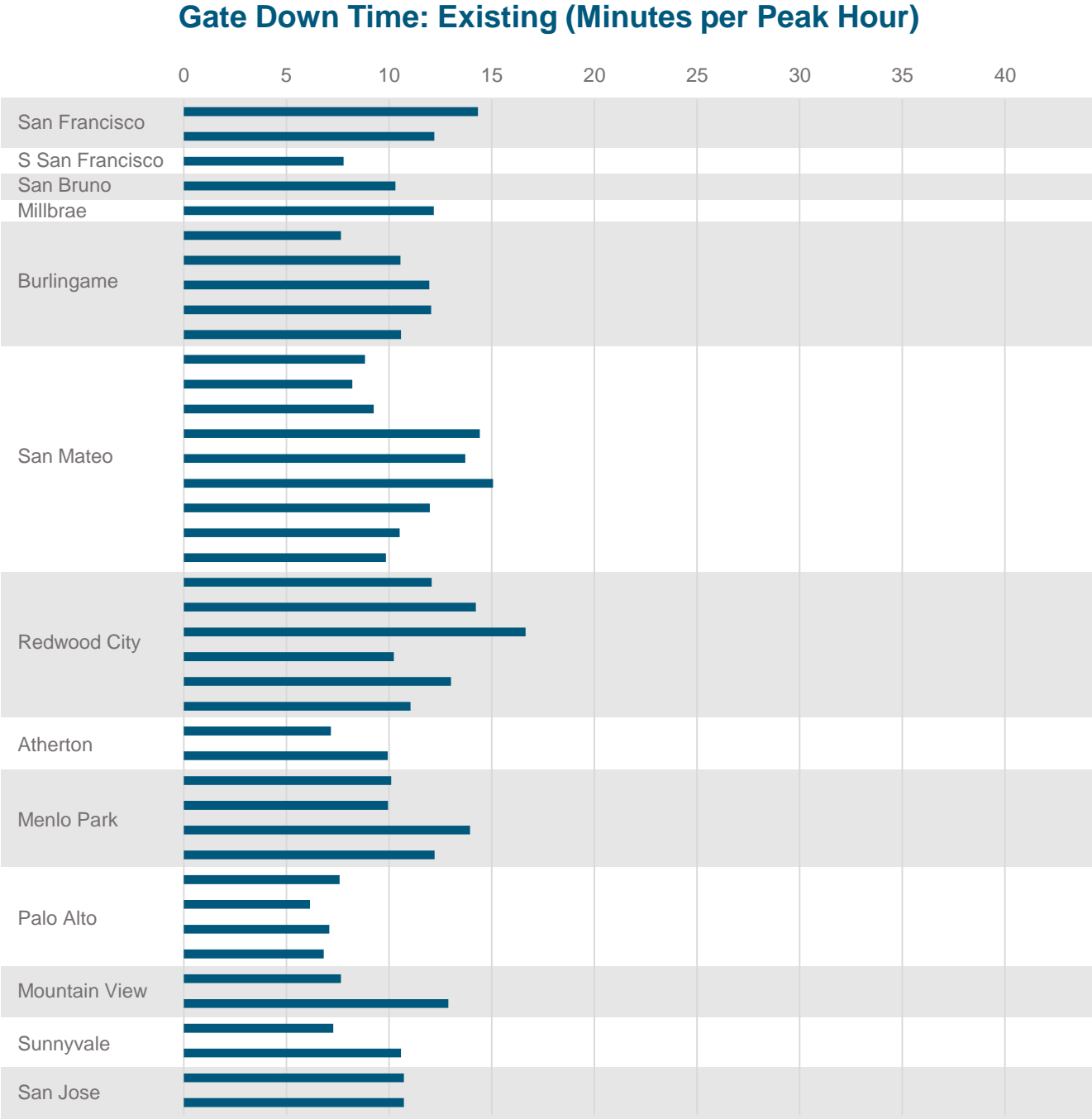
- When maximum train speeds exceed 125 mph (FRA regulation)
- When the crossing spans 4 or more tracks (CPUC guidance interpreted into Caltrain Standards)

Existing Gate Downtimes

Today, Caltrain's crossing gates are down for an average of about 11 minutes during the peak weekday commute hour. Gate down times range from 6 minutes up to nearly 17 minutes.

Note: Gate downtimes shown reflect the average time crossing gates are down only. Depending on individual crossing and roadway configuration traffic signals may stay red for longer and auto users may experience longer delays

Data presented for Caltrain-owned corridor only.



2040 Gate Downtimes

In 2040, projected crossing gate down times vary by scenario. This evaluation does not take into consideration planned or potential grade separations

Gate Down Time by Scenario

	Shortest	Average	Maximum
Baseline	11	17	28
Moderate	14	20	31
High	18	25	39

Minutes per Peak Hour

Note: Gate downtimes shown reflect the average time crossing gates are down only. Depending on individual crossing and roadway configuration traffic signals may stay red for longer and auto users may experience longer delays

Data presented for Caltrain-owned corridor only.

Estimated Gate Down Time: 2040 (Minutes per Peak Hour)



What Total Investment is Needed in Grade Separations?

The purpose of this analysis is to generate a defensible estimate of the overall financial investment in grade separations that might be needed to support different levels of future train service in the corridor

Understanding the total financial need is an essential part of developing a “business case” for increased Caltrain service – it is required to fairly represent and align the potential costs of new service with the benefits claimed

This work is not an attempt to redefine standards for grade separation nor is it intended to prescribe individual treatments or outcomes at specific crossings

Weighing the Cost of Grade Crossing Improvements

Purpose

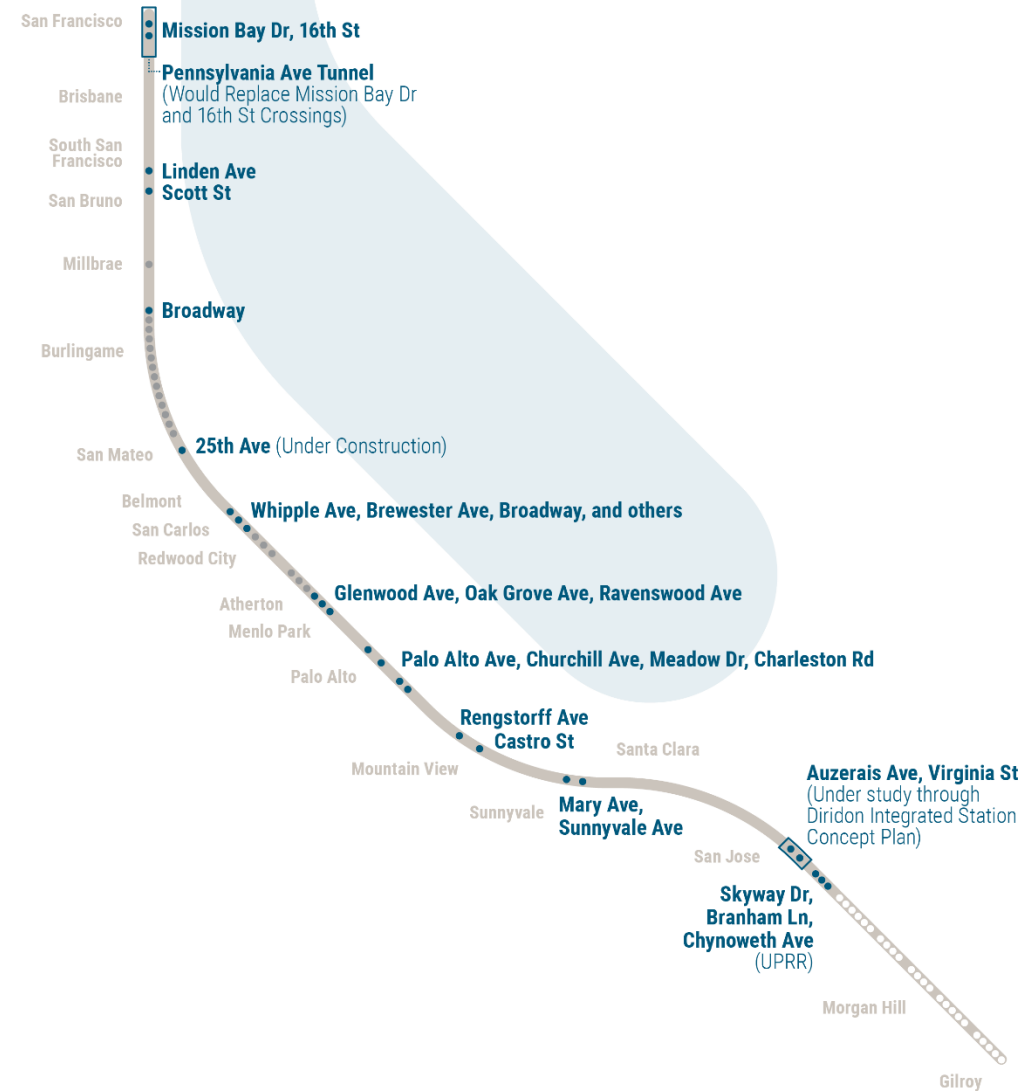
- Ensure that the overall capital costs developed for each service scenario include a reasonable level of **total, corridor wide** investment in grade separations and grade-crossing improvements

Overall Methodology

- Review and utilize and City-led plans for each grade separations or closures
- Develop generic investment types and costs for crossings where no plans are currently contemplated
- Develop ranges of potential investment costs varied by:
 - Service Scenario
 - Intensity of investment (low, medium, high)

City Studies, Plans and Projects

- Many cities along the corridor are actively planning or considering grade separations
- Each of these represents a major community effort to plan a significant and impactful project
- These projects, including their estimated and potential costs (as available), have been incorporated into the Business Plan



Types of Investments Considered

Today, many crossings on the corridor are not actively being studied for grade separation but may require investment or intervention in the future. A range of generic costs were developed to help estimate the aggregate potential costs of these investments

City-Generated Cost

Project type and cost already specified or estimated by city

Cost varies



Grade Separation

Full grade separation of an existing crossing, or a new crossing

\$255 - 355 M unit cost



Mitigated Closure

Road closure with separated bike/ped access or equivalent investment

\$35M unit cost



Crossing Improvement

Quad gates and/or other safety improvements and treatments

\$1M unit cost



City-led Grade Separation and Closure Plans

Caltrain has incorporated or accounted for grade separation concepts, plans and cost estimates from the following city-led studies into the Business Plan

City	Crossings Under Study	Status of Plan or Study	City Generated Cost Estimate or Range	Included in Business Plan?
San Francisco	Pennsylvania Ave Tunnel (includes both Mission Bay Dr and 16 th St Crossings)	Feasibility / 1% Design	\$1.4B*	✓
South San Francisco	Linden Ave	PSR	TBD	✓
San Bruno	Scott St	PSR	TBD	✓
Burlingame	Broadway	EIR	\$274M	✓
San Mateo	25th Ave	Construction	\$180M	✓
Redwood City	Whipple Ave, Brewster Ave, Broadway (Maple, Main and Chestnut under potential consideration)	PSR	\$350 - 500M (Whipple, Brewster and Broadway)	✓

In many cases cities have not yet selected a single preferred option or have not approved specific cost estimates. In these instances standardized unit costs may be used for Business Planning purposes. These can costs can be updated at a later point in the planning process based on City decisions and input

**Cost shown is highly preliminary and subject to change*

City-led Grade Separation and Closure Plans

Caltrain has incorporated or accounted for grade separation concepts, plans and cost estimates from the following city-led studies into the Business Plan

City	Crossings Under Study	Status of Plan or Study	City Generated Cost Estimate or Range	Included in Business Plan?
Menlo Park	Glenwood Ave Oak Grove Ave Ravenswood Ave	PSR	\$310M – 380M	✓
Menlo Park	Middle Ave (Ped. xing only)	Feasibility	TBD	✓
Palo Alto	Palo Alto Ave	Under Study through Coordinated Area Plan	TBD	✓
Palo Alto	Churchill Ave	Alternatives Analysis	TBD	✓
Palo Alto	East Meadow Dr Charleston Rd	Alternatives Analysis	\$200 - 950M	✓
Mountain View	Rengstorff Ave	PE/EIR	\$150M	✓
Mountain View	Castro St	PE/EIR	\$44 - 64M	✓

In many cases cities have not yet selected a single preferred option or have not approved specific cost estimates. In these instances standardized unit costs may be used for Business Planning purposes. These can costs can be updated at a later point in the planning process based on City decisions and input

City-led Grade Separation and Closure Plans

Caltrain has incorporated or accounted for grade separation concepts, plans and cost estimates from the following city-led studies into the Business Plan

City	Crossings Under Study	Status of Plan or Study	City Generated Cost Estimate or Range	Included in Business Plan?
Sunnyvale	Mary Ave	Feasibility Study with 15% Design	\$100 - 200M	✓
Sunnyvale	Sunnyvale Ave	Feasibility Study with 15% Design	\$40 - 250M	✓
San Jose	Azurais Ave Virginia Ave	Under study through Diridon Integrated Station Concept Plan	TBD	✓
San Jose	Skyway Dr Branham Ln Chynoweth Ave	Feasibility Study	\$366M – \$1,054M	✓

Crossings are part of UP-Owned Corridor

In many cases cities have not yet selected a single preferred option or have not approved specific cost estimates. In these instances standardized unit costs may be used for Business Planning purposes. These can costs can be updated at a later point in the planning process based on City decisions and input

Building Ranges of Investment

Variation by Service Scenario

The potential need and desire for grade separations and grade crossing improvements is significant across all scenarios.

The details of potential investments will vary between scenarios based on the location and extent of 4-track segments as well as the amount of gate downtime projected

Key Variables between Scenarios

Estimated Number of Crossings in 4-Track Segments*

- Baseline : 0
- Moderate: 2
- High: 12

Estimated Gate Downtime Ranges

- Baseline: 11 – 28
 - Moderate: 14 – 31
 - High: 18 – 39
- Minutes per Peak Hour*

**A range of options are discussed for potential 4-track segments within the Moderate and High Growth service scenarios. Number of crossings impacted by 4-track segments are indicative estimates only and subject to variation based on more detailed design and feasibility studies*

Potential Planning Level Grade Crossing Cost Estimates

Legal Minimum Investments

	Type	Baseline Growth	Moderate Growth	High Growth
Corridor Wide Cost Estimate	Auto	\$221M	\$926M	\$4.1B
	Bike / Ped	-	-	-
	Total	\$221M	\$926M	\$4.1B
Auto Crossing Treatments	Quad Gates & Safety Improvements	41	39	30
	Mitigated Closure	0	0	0
	Grade Separation	1	3	12

The legal minimum investments in grade separation and at-grade crossings would include grade separation at all crossings in 4-track segments and installation of quad gates at all remaining crossings. City-generated projects are not included in this estimate except for the 25th Avenue Grade Separation (which is already under construction)

Union Pacific Corridor (Tamien to Gilroy)

Caltrain does not own the Union Pacific Corridor

Plans for expanded service on this corridor are relatively new and the details of potential future train volumes are highly dependent on HSR's future plans and service levels

For Business Planning purposes, Caltrain has proposed carrying a single general allocation cost to capture the need for grade crossing improvements on this corridor. This allocation assumes estimated costs for City-planned separations in San Jose as well as potential additional investments throughout the UP corridor

Legal Minimum

- Quad gates at all crossings
- Total costs = approx. \$28M

Recommended Approach for Business Planning

- City planned separations at Skyway Dr, Branham Ln, and Chynoweth Ave
- Two additional separations
- 3 mitigated closures
- Quad gates at remaining crossings
- Total cost = approx. \$1.4B

Building Ranges of Investment

Variation by Level of Investment

Caltrain understands that local plans and interest in grade separation go significantly beyond current regulatory requirements.

The Business Plan team has developed three different “levels” of corridor wide investments that represent different approaches to grade separation- all significantly exceeding minimum legal requirements

These ranges are simply intended to convey different approaches to investment- they do not define new standards nor do they prescribe specific plans at individual crossings

Investment Included

Lower Intensity Investment

- All city-planned projects
- Recommended UP corridor investments
- Separation and/or mitigated closure of remaining crossings with **highest** ADT and gate downtimes
- Quad gates at remaining crossings

Medium Intensity Investment

- All city-planned projects
- Recommended UP corridor investments
- Separation and/or mitigated closure of **many** remaining crossings with higher ADT and gate downtimes
- Quad gates at remaining crossings

Higher Intensity Investment

- All city-planned projects
- Recommended UP corridor investments
- Separation and/or mitigated closure of **most or all** remaining crossings
- Quad gates at remaining crossings (if any)

Potential Planning Level Grade Crossing Cost Estimates: Low

	Type	Baseline Growth	Moderate Growth	High Growth
Total Corridor Wide Cost Estimate for Crossings	Auto	\$8.4B	\$8.6B	\$9.6B
	Bike / Ped	\$140M	\$140M	\$140M
	Total	\$8.5B	\$8.7B	\$9.7B
Investments on JPB-owned Corridor	Quad Gates & Safety Improvements	14	14	10
	Mitigated Closure	3	3	6
	Grade Separation	24	24	25
Investments on UP-owned Corridor	Quad Gates & Safety Improvements	20	20	20
	Mitigated Closure	3	3	3
	Grade Separation	5	5	5

Builds on and accounts for costs associated with all City-led separation and closure plans

Potential Planning Level Grade Crossing Cost Estimates: Medium

	Type	Baseline Growth	Moderate Growth	High Growth
Total Corridor Wide Cost Estimate for Crossings	Auto	\$8.7B	\$8.9B	\$10.1B
	Bike / Ped	\$140M	\$140M	\$140M
	Total	\$8.8	\$9.0B	\$10.2B
Investments on JPB-owned Corridor	Quad Gates & Safety Improvements	12	11	6
	Mitigated Closure	4	5	8
	Grade Separation	25	25	27
Investments on UP-owned Corridor	Quad Gates & Safety Improvements	20	20	20
	Mitigated Closure	3	3	3
	Grade Separation	5	5	5

Builds on and accounts for costs associated with all City-led separation and closure plans

Potential Planning Level Grade Crossing Cost Estimates: High

	Type	Baseline Growth	Moderate Growth	High Growth
Total Corridor Wide Cost Estimate for Crossings	Auto	\$8.9B	\$9.8B	\$11.0B
	Bike / Ped	\$140M	\$140M	\$140M
	Total	\$9.0B	\$9.9B	\$11.1B
Investments on JPB-owned Corridor	Quad Gates & Safety Improvements	10	5	0
	Mitigated Closure	5	8	11
	Grade Separation	26	28	30
Investments on UP-owned Corridor	Quad Gates & Safety Improvements	20	20	20
	Mitigated Closure	3	3	3
	Grade Separation	5	5	5

Builds on and accounts for costs associated with all City-led separation and closure plans

Next Steps

There is a significant body of work remaining to address the issue of at grade crossings in the Caltrain corridor

Caltrain plans to continue advancing a corridor wide conversation regarding the construction, funding and design of grade separations while continuing to support the advancement of individual city-led projects

Within the Business Plan

- Incorporate grade crossing investment estimates into overall corridor costing and business case analysis
- Continue peer review of corridor wide grade separation case studies and examples

Beyond the Business Plan

- Develop corridor wide grade separation strategy, potentially addressing;
 - Construction standards and methods
 - Project coordination and sequencing
 - Community resourcing and organizing
 - Funding analysis and strategy

For individual City projects

- Continue working with cities and county partners to support advancement of individual grade separation plans and projects

FOR MORE INFORMATION

WWW.CALTRAIN.COM



**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: April Chan
Chief Officer, Planning, Grants, TA

Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **NOTICE OF A PUBLIC HEARING ON ENERGY SERVICE CONTRACTS FOR ENERGY-EFFICIENT LIGHTING RETROFIT AT CALTRAIN STATIONS**

ACTION

Staff Coordinating Council recommends that the Board call for a public hearing to be held at its June 6, 2019 meeting to consider entering into two energy service contracts to retrofit light fixtures at approximately twenty Caltrain stations with energy-efficient lights, pursuant to the terms of California Government Code Section 4217.10 *et seq.* (Section 4217.10).

SIGNIFICANCE

Setting the public hearing is required in order for a public agency to enter into energy service contracts under the authority of Section 4217.10. Setting the public hearing will also allow the Board to receive public input on the proposed energy service contracts.

BUDGET IMPACT

Holding a public hearing will not impact the budget.

BACKGROUND

The Caltrain 2015-2024 Strategic Plan includes goals to minimize Caltrain's environmental footprint and deliver efficient service. The proposed energy service contracts to retrofit high-intensity discharge lights at approximately twenty Caltrain stations with energy-efficient, light-emitting diode (LED) lights will reduce the stations' energy consumption along with associated operational and maintenance costs (Project). The proposed Project was developed in partnership with the San Mateo County Energy Watch program, a collaboration between PG&E and the City/County Association of Governments of San Mateo County, to provide energy-efficiency services to county residents, businesses and public agencies. San Mateo County Energy Watch works with Ecology Action to provide technical services to local governments and other entities at no cost.

The proposed Project, which divides the work between two firms, would include the design, materials purchase and installation of LED lights at twenty Caltrain stations for a cumulative contract amount of approximately \$540,395.

The JPB (The Peninsula Corridor Joint Powers Board (JPB)) is expected to receive \$210k in rebates for the Project, and return on investment (with rebates) is 4 years or less for most stations. The Project will save the JPB an estimated \$261,141 in electricity costs annually.

Section 4217.10 authorizes a public agency to enter into an energy service contract if the governing body:

1. determines that the contract is in the best interests of the public agency; and
2. finds that the anticipated cost to the public agency for the thermal or electrical energy or conservation services will be less than the anticipated marginal cost to the public agency for the energy that would have been consumed in the absence of the contract.

These findings must be made at a public hearing that is noticed two weeks in advance. The specifics of the Project and energy service contracts, estimated operational cost savings and PG&E rebates will be presented to the Board at the beginning of the June 6, 2019 public hearing.

Prepared by: Amelia Timbers, Principal Planner Sustainability

650.508.7713



NOTICE OF A PUBLIC HEARING ON ENERGY SERVICE CONTRACTS FOR ENERGY-EFFICIENT LIGHTING RETROFIT AT CALTRAIN STATIONS

Board of Directors

May 2, 2019

Agenda Item #4 (f)

Purpose of Section 4217.10

- Streamline procurement and delivery of energy conservation measures at public agencies
 - Allows agencies to forgo public bidding, while complying with state public works requirements
 - Allows a public agency to procure the design, materials, and installation of a project in a single contract
- More quickly realize annual cost savings
- Qualify for time-limited rebate opportunities
- Provide procurement flexibility to maximize savings and minimize costs

Procedural Requirements

- Board must make findings at a Public Hearing, noticed two weeks prior:
 - that the contract is in the best interest of the public agency
 - that the anticipated cost to the public agency for the thermal or electrical energy or conservation services will be less than the anticipated marginal cost to the public agency for the energy that would have been consumed in the absence of the contract
- Required for each energy service contract

2017 Caltrain Station LED Project

In 2017 178 lights were upgraded from incandescent to LED (light emitting diode) at the San Carlos Caltrain Station for a cost of \$70,949.

Before



After

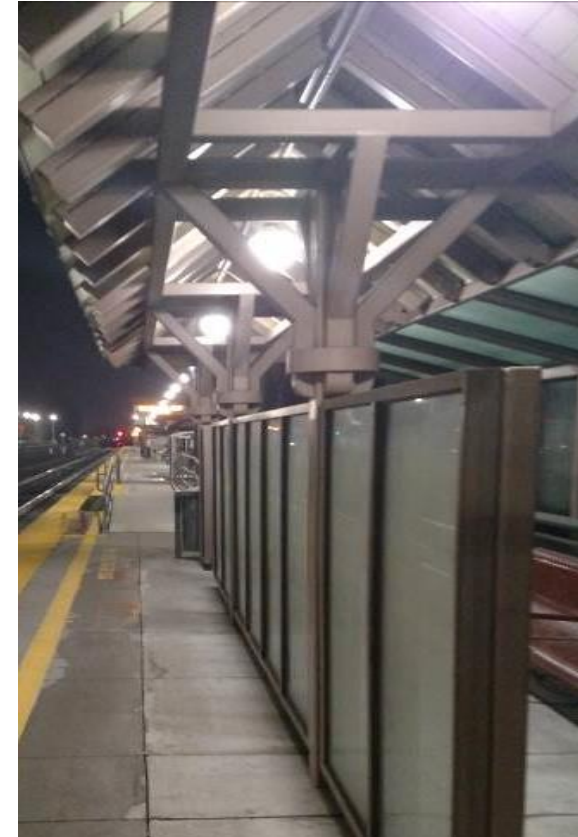


2017 Caltrain LED Project

Before



After



2017 Caltrain LED Project

Before



After



2019 Caltrain System-wide Energy Efficient Lighting Upgrade

- Upgrade to energy efficient LED lights at approximately 20 stations
- Benefit from rebates that may not continue past 2019
- ROI with rebate is 4 years or less at most stations
- \$540k contract cost
- \$210k savings from rebates
- \$261k annual cost savings through lowered power consumption

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

Carter Mau
Chief of Staff/Deputy General Manager

SUBJECT: **CALL FOR A PUBLIC HEARING FOR PROPOSED CODIFIED TARIFF CHANGE**

ACTION

Staff Coordinating Council recommends the Board schedule a public hearing at its ~~June 6, 2019/July 1~~ August 1, 2019 Board meeting to consider possible changes to its Codified Tariff. The proposed change to be considered is the addition of the Regional Means-Based Fare Pilot Program Discount (20 percent off of the single-ride adult Clipper card fares on Caltrain) for qualified participants.

SIGNIFICANCE

Setting the public hearing will allow staff to schedule community meetings in the three counties to solicit input from customers and the general public on the proposed change to the Codified Tariff, which is necessary to complete before the Board adopts the proposed change.

BUDGET IMPACT

Holding a public hearing will not impact the budget.

As discussed at the February 2019 JPB meeting, if this proposed change to the Codified Tariff is approved by the Board, the new discount for the Pilot Program is expected to impact the budget. It is expected that there would be a *gross* revenue loss associated with the fare discounts if Caltrain participates in the Pilot Program. However, *net* revenue loss would depend on the balance of (a) the lower fares generated by current passengers' existing trips, (b) offsetting regional program subsidies provided to the JPB to replace lost fares, and (c) new fares generated by increased trips of existing passengers and by trips of new passengers incentivized to ride by the Pilot Program.

At this time, it is estimated that the *gross* fare revenue loss from existing riders due to Caltrain's participation in the Pilot Program would be in the range of approximately -\$400,000 to -\$1,800,000 annually. MTC estimates that up to 50 percent of fare revenue impacts would be offset by regional program subsidies to Caltrain; thus, the *adjusted program revenue impact* is estimated to be approximately -\$200,000 to -\$900,000 annually for Caltrain. On balance, staff estimates that the program revenue loss related to current system trips will be on the lower end of the estimated range.

The positive financial impact of increased trips and ridership is difficult to estimate; however, on balance, the net revenue impact of participating in the Pilot Program is estimated to range from approximately -\$300,000 to +\$600,000. Staff's current, conservative estimates suggest implementation of the Pilot Program is likely to be revenue-neutral or even net-positive for Caltrain.

ADDITIONAL INFORMATION

Throughout fall 2018, Caltrain staff worked with the Board to develop a foundational Caltrain Fare Policy to guide future decision-making regarding the agency's fares. The Caltrain Fare Policy was adopted by the Board at its December 6, 2018 meeting. Under the Equity category, the Caltrain Fare Policy contains the following goal: "Advocate for and participate in State and regional programs that make it more affordable for low-income customers to use transit."

At the February 2019 JPB meeting, the Board adopted a resolution supporting Caltrain's participation in the Regional Means-Based Fare Pilot Program. To formalize Caltrain's participation in the Pilot Program, it is necessary to change the Codified Tariff to add the new means-based fare discount for eligible persons. The discount amount offered to eligible adults will be 20 percent off of the single-ride adult Clipper card fares on Caltrain. This Call for the Public Hearing is a necessary first step to modify Caltrain's Codified Tariff. The Public Hearing is proposed to be held on ~~June 6, 2019/July 1/August 1~~, 2019, and the Board's consideration of adopting the proposed change will follow at the ~~September 5, July/August~~ 2019 JPB meeting.

In addition to approving the addition of the discount to the Codified Tariff, further Board action is needed to formalize Caltrain's participation in the Regional Means-Based Pilot Program. The Board will need to authorize a formal agreement with MTC for Pilot Program participation, which would specify the revenue loss reimbursement distribution from MTC to Caltrain. Caltrain will also work with MTC to incorporate other elements into the agreement that would provide for appropriate off-ramps for Caltrain should their use be warranted by on-going evaluation of the program from the Caltrain perspective.

Caltrain staff continue to participate in the regional working group to create and implement the Pilot Program, which is currently scheduled to begin in the region in fall 2019. It is necessary to have the discount added to the Codified Tariff and a program agreement authorized before the Pilot Program commences in fall 2019. An update to the Board on the development of the Pilot Program is expected in summer 2019.

Prepared By: Melissa Jones, Principal Planner, Caltrain Planning 650.295.6852

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 new member Martin Romo to the Citizens Advisory Committee (CAC) to fill the vacant seat for a member from San Francisco 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.

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

MINUTES OF APRIL 17, 2019

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

MEMBERS ABSENT: None

STAFF PRESENT: J. Navarro, P. Givens, C. Harvey, Y. Hanakura, C. David, L. Low, C. Fromson, M. Bouchard

Chair Brian Shaw called the meeting to order at 5:46 p.m. and led the Pledge of Allegiance.

APPROVAL OF MINUTES OF MARCH 20, 2019

Motion/Second: Klein / Escobar

Ayes: Brandt, Burke, Fernandez, Tucker, Valenciana, Shaw

Absent: None

PUBLIC COMMENTS

Shirley Johnson, San Francisco, thanked Chair Brian Shaw for sharing her concern to the Joint Powers Board regarding the change of Caltrain's comment policy where the public is no longer permitted to display slides during JPB CAC meetings. She stated that when requested to present slides for this meeting, April 20, 2019, her request was again denied. She again requested the committee's help and asked for this topic to be agendaized at a future CAC meeting to better understand the reason for the policy change.

DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:

May 15, 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 5:50 pm



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

JIM HARTNETT
EXECUTIVE DIRECTOR

Memorandum

Date: April 19, 2019
To: Board of Directors
From: Jim Hartnett, Executive Director
Subject: May 2, 2019 JPB Board Meeting Executive Director's Report

- **On-time Performance –**
 - **Through April 18:** The preliminary April 2019 OTP was 93.3 percent compared to 92.6 percent for April 2018.
 - **Trespasser Strike –** There was one trespasser strike on April 10, resulting in a fatality.
 - **March:** The March 2019 OTP was 94 percent compared to 94.3 percent for March 2018.
 - **Trespasser Strike –** There was one trespasser strike on March 29, resulting in a fatality.
- **SF Weekend Caltrain Closure Update –** The April 1st 2019 timetable restored weekend service to and from San Francisco for the SF Giants season and other major events. Due to ongoing construction with the San Francisco Tunnel work, the SF Weekend Closure (trains start and terminate at Bayshore station with free bus service between Bayshore, 22nd St and San Francisco stations) will take place on these additional weekends*:
 - Saturday June 1st and Sunday June 2nd
 - Saturday June 22nd and Sunday June 23rd

*Subject to change according to construction work.

The SF Weekend Closures were cancelled for:

- Saturday April 20th and Sunday April 21st

- Saturday May 4th and Sunday May 5th

For updated information visit: caltrain.com/SFWeekendClosure

- **CAC Meeting** – The Citizens Advisory Committee met on Wednesday, April 17, in San Carlos. There was a special joint workshop with the BAC on Transit Intercity Capital Rail Program (TIRCP) Project: EMU Configuration and Wayside Bike Program. The next CAC meeting is scheduled for Wednesday, May 15, in San Carlos.
- **BAC Meeting** – The next Bicycle Advisory Committee meeting is scheduled for Thursday, May 16, in San Carlos
- **Special Event Train Service**

Services Provided:

- **San Jose Sharks** –The SJ Sharks hosted three Stanley Cup playoff home games vs. the Vegas Golden Knights in the first playoff round on April 10, 12 and 18.

Giants Baseball – The Giants held two exhibition games against the Oakland A's at AT&T Park on Monday, March 25 and Tuesday, March 26. Caltrain provided extra southbound post-game train for each game. Total ridership including regular riders and Giants fans alighting and boarding at San Francisco station was 10,564. On March 25 the ridership may have been impacted by a late start time caused by rain.

The Giants hosted fifteen regular season home games in April.

Services Scheduled:

- **San Jose Sharks** – If the SJ Sharks win on Sunday, April 21 against the Vegas Golden Knights they will play the final home game of the first round of playoffs on Tuesday, April 23.
- **Giants Baseball** – Regular season continues through September. The Giants will host thirteen regular season home games in May. Caltrain will provide regular baseball service for all home games.
- **Bay to Breakers** – On Sunday, May 19, Caltrain will operate four scheduled special pre-event trains and extra post-event trains for the Bay to Breakers Race which starts at 8:00 a.m. in San Francisco. Riders are encouraged to purchase pre-sales for Day Passes available beginning, Monday May 13 on

the new Caltrain Mobile App. This year pre-sales tickets will no longer be sold on ticket vending machines. There will be field staff and ambassadors at the San Jose Diridon and Palo Alto stations pre-event to assist passengers. Alcohol will be prohibited on the special trains.

- **Memorial Day Holiday Service** – On Monday, May 27, Caltrain will operate a Holiday/Sunday schedule in observance of the Memorial Day holiday. The weekend Tamien-San Jose Diridon shuttle will also operate that day.

- **Capital Projects –**

The Capital Projects information is current as of April 16, 2019 and is subject to change between April 16 and May 2, 2019 (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.

Updated Memorandum to resolve Buy America issue with Caltrans was resubmitted for final approval. FHWA letter has also been routed for review and final acceptance. Discussions regarding cost reimbursement from the City of San Francisco for their Auxiliary Water Supply System (AWSS) are in progress. 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.

The cutover and relocation of underground third-party and Caltrain's Fiber Optic cable was completed at the end of March. Due to delays with the agreement the Union Pacific the cut over was delayed by 2 months. Construction of the new 28th Avenue Bridge, and 31st Avenue Bridges also continued. Construction of the Mechanically Stabilized Earthen (MSE) walls between 25th and 28th Avenues continued.

The temporary closure of the Hillside Station, to allow completion of the project, is now forecast to occur in the Winter of 2019 until Summer 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 12-months late, with the completion date extended from early 2020 to January 2021. 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. This project will require additional contract authority and is expected to make this request at the June Board meeting.

- **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.

Third party utility relocations for water, gas and electric is currently in progress. 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.

The contract has been executed and a Notice to Proceed was issued effective April 15, 2019 and completion of the 2 prototype machines is expected by the October 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. Design has been placed on hold and is impacted by design coordination with the Electrification project to assure that the work of this contract is properly coordinated. Additionally, the project is also waiting for signal timing clarifications from the City of Mountain View in order to proceed with design. A revised completion date for the project will be developed after these issues are resolved.

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. Locomotive #920 has passed acceptance testing and has been shipped with delivery in San Jose expected in mid-May 2019. Locomotive #921 is undergoing acceptance testing and the current shipment date is May 9, 2019. 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.

Delays to the return of the first 2 vehicles are related to 1) locomotive component condition that was poorer than originally anticipated and 2) critical personnel shortages at MPI, the overhauler.

- **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.

The scope of work is currently under review with award anticipated in the fall 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 AND QUARTERLY REPORT**

ACTION

Staff Coordinating Council recommends the Board receive the Peninsula Corridor Electrification Project (PCEP) Monthly Progress Report (MPR) and Quarterly Update. Both the MPR and the Quarterly Update are available online under "Reports and Presentations" at this webpage:

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/MPR/2019-03+March+2019+Monthly+Progress+Report.pdf>

No action required.

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The MPR and Quarterly Update are intended to provide funding partners, stakeholders, and the public a PCEP overview and an overall update on project progress. These documents provide information on the scope, cost, funding, schedule, and project implementation.



PENINSULA CORRIDOR ELECTRIFICATION PROJECT (PCEP)

Q3 Quarterly Update #18
January 1 – March 31, 2019

JPB Board Meeting
May 2, 2019
Agenda Item # 7a



PCEP Work Segment Map



CalMod ELECTRIFICATION CONTRACT UPDATE

Design Progress

IFC Design Packages in the *completed this period* column are under review and have not been finalized, this graphic is for information only.

Design Discipline	OCS				Signal				Traction Power			
	Required	Completed Previously	Completed this Period	Expected Completion	Required	Completed Previously	Completed this Period	Expected Completion	Required	Completed Previously	Completed this Period	Expected Completion
Segment 1	6	1	1	6/4/2019	3	0	0	6/18/2020	3	0	1	1/19/2019
Segment 2	11	11	0	1/6/2019	66	0	0	8/28/2020	3	2	0	12/18/2018
Segment 3	4	1	1	7/9/2019	10	0	0	12/11/2019	2	0	1	1/19/2019
Segment 4	9	6	2	4/30/2019	24	0	0	9/25/2019	4	4	0	10/22/2018
Systemwide	9	8	1	12/5/2017	14	2	3	12/10/2018	7	7	0	2/22/2019
Totals	39	27	5		117	2	3		19	13	2	

Note: Data as of March 31, 2019



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CalMod ELECTRIFICATION CONTRACT UPDATE

OCS Progress

Segment	Work Area	Foundations			Poles		
		Required	Completed this Period (01/01-03/31)	Total Completed	Required	Completed this Period (01/01-03/31)	Total Completed
1	Tunnels	34	22	34	32	0	0
2	5	242	0	184	186	0	160
	4	315	18	238	259	7	170
	3	182	3	60	147	0	0
	2	248	15	74	218	0	0
	1	206	15	78	155	0	0
4	A	251	23	23	181	0	0
	B	141	55	55	125	0	0
	CEMOF	112	0	0	102	0	0
Total:		1,731	151	746	1,405	7	330

Note:

Foundations Required do not match Poles Required as guy foundations are needed in some locations for extra support. The number of required poles and foundations fluctuate due to design changes.

Note: Data as of March 31, 2019



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CalMod **ELECTRIFICATION CONTRACT UPDATE**

Traction Power Facilities Progress

Facility	Sitework			Substation Building			Low / High Voltage Equipment			Transformer			Gantry		
	Last Period	This Period	To Date	Last Period	This Period	To Date	Last Period	This Period	To Date	Last Period	This Period	To Date	Last Period	This Period	To Date
TPSS-1	28%	0%	28%	0%	0%	0%	7%	0%	7%	100%	0%	100%	0%	0%	0%
TPSS-2	38%	32%	70%	10%	10%	20%	22%	8%	30%	100%	0%	100%	25%	0%	25%
SWS-1	5%	5%	10%	0%	0%	0%	0%	7%	7%	0%	0%	0%	0%	0%	0%
PS-1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PS-2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PS-3	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PS-4	0%	11%	11%	0%	0%	0%	0%	5%	5%	0%	0%	0%	0%	0%	0%
PS-5	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PS-6	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PS-7	5%	5%	10%	0%	0%	0%	5%	0%	5%	0%	0%	0%	0%	0%	0%

Wayside Power Cubicles	Required	Installed
		28

Note: Data as of March 31, 2019



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CalMod **ELECTRIFICATION**

Signal Progress

- Signal house installed at CP Mack
- Signal ductbank installed in Segments 2 and 4
 - CP Mack
 - CP Michael
 - CP Center
 - Luther Junction
 - Trousdale

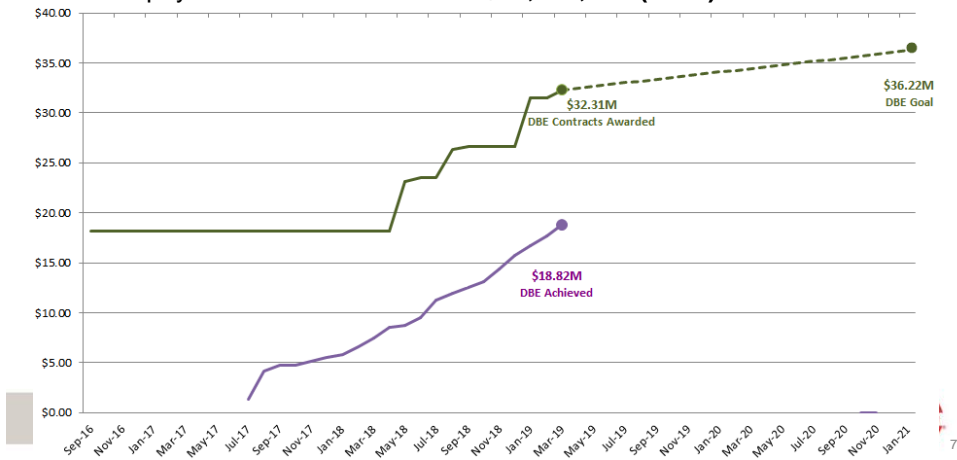


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CalMod DBE UPDATE

Disadvantaged Business Enterprises

- 5.2% (\$36,223,749) of the total DB contract value (\$696,610,558) subcontracted to DBEs
- DBE payments to date: 3/31/19: **\$18,824,329 (2.7%)**



CalMod DBE UPDATE

Summary Breakdown of Awarded DBE Agreements

Scope Area	DBE Award Amounts
Traffic Control	\$2,865,900
QA QC	\$7,393,276
Design	\$5,479,715
Signal/Communication	\$6,448,927
OCS Wire	\$3,153,742
Noise Monitoring	\$1,324,095
Safety and Security	\$2,384,000
Survey	\$800,000
Other	\$1,654,363
TOTAL	\$31,504,018

- \$4,719,731 remaining to be awarded to reach the \$36,223,749 goal

CalMod DBE UPDATE

Activities to Reach Goal

- BBII expects the number of DBE agreements to increase once major subcontractors identify DBE subcontractors
- BBII targeted outreach activities to fulfill goal
 - Conducts DBE participation quarterly meetings
 - Prepares requests for qualifications, proposals, bids for subcontracting firms to respond, and conducting the ongoing bid/solicitation process to evaluate and select firms for awards
 - Reports an increase in the number of DBE and SBE firms inquiring about subcontracting opportunities
 - Reached out to high-voltage cable testing firm and fencing contractors
 - Continuously updates vendor database with DBE firms



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CalMod ELECTRIFICATION

Other Electrification Contracts

- Supervisory Control and Data Acquisition (SCADA)
 - Continued implementation of clearance, remote power terminal and other feature development
 - Submitted Request for Information to clarify items from the Points List
 - Began unit testing as feature development progressed
- Centralized Equipment Maintenance and Operations Facility
 - Awarded contract to ProVen Management, Inc. in February
 - Scope includes:
 - Extension of the maintenance track 5 inspection pit
 - Conversion of office into electrical component repair room
 - Construction of prefabricated parts storage building
 - Purchase and installation of prefabricated office



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CalMod TUNNEL CONTRACT UPDATE

ProVen Management, Inc.

- Final Agreement signed on February 28, 2019 for Contract Amendment No. 1, which includes \$16,600,000 for OCS system in the tunnels
- 25 successful weekend tunnel closures (with bus bridges) occurred through March 31, 2019
- Construction Update:
 - Tunnel 1: Notching 95% complete; OCS Anchor Bolts fully installed/tested; track replacement work complete in addition to final surfacing from 16th St. through South Tunnel 1
 - Tunnel 2: Notching and shotcrete complete; OCS Anchor Expansion Bolts installed/tested
 - Tunnel 3: All work complete except OCS Termination Structure Installation and minor cleanup
 - Tunnel 4: Notching 95% complete (tunnel scans showed remaining tight spots); Track replacement work completed with bolted rail; distressing, welding and final surfacing of track remain; reconstruction of portal pending FTA/SHPO approval of revised plan based on existing conditions of portal archstones
 - All Tunnels: 34 of 34 OCS Termination Structure foundations installed

Note: Data as of March 31, 2019



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CalMod TUNNEL CONTRACT UPDATE

Tunnel Weekend Shutdowns



Bus Bridge near Bayshore Station



Trains Staged at Bayshore Station



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CalMod TUNNEL CONTRACT UPDATE

Tunnel 4 South Portal



Installation of Canopy Tubes for Steel Set Reinforcement



Steel Set Installed

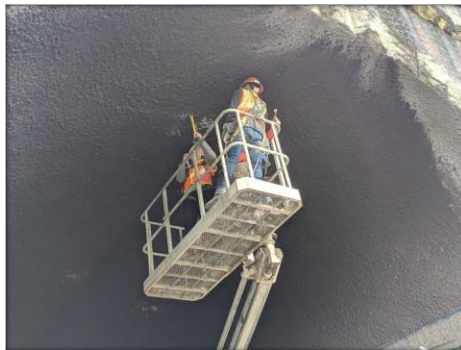


CalMod TUNNEL CONTRACT UPDATE

OCS Anchor Bolts for Drop Tubes



Tunnel 4: OCS Anchor Bolt Installation using Template (left) and Exposed Brick from Notching (right top)



Tunnel 2: OCS Anchor Bolt Testing



CalMod TUNNEL CONTRACT UPDATE

Tunnel 4 OCS Termination Structure Foundations



OCS Pile Drilling

Rebar Cage Placement

Anchor Bolts protruding from installed Foundations



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CalMod EMU VEHICLES

EMUs – Design & Manufacturing

- Final design of 13 of 17 major system elements complete; remaining scheduled for completion by end of 2019, early 2020
- System Level Test needing to be repeated include: Engineers Seat, 4-Passenger Table, 1 of 4 Floor Fire Endurance tests, Propulsion Gearbox Low Temperature test
- Ongoing System Level Tests include, Truck Frame (bogie) Fatigue Test and Passenger Side Doors Endurance Test
- First Article Inspections (FAIs) of major components ongoing; 69 scheduled, 37 conducted, 17 closed and approved

Stadler EMU Manufacturing Progress: 133 Carshells (19 Trainsets of 7 Carshells)

	Shells Shipped	In SLC	Out SLC	Cars at Caltrain
Trainset 1	7	7	0	0
Trainset 2	7	3	0	0
Trainset 3	1	0	0	0
Trainset 4	0	0	0	0
Trainset 5	0	0	0	0
Trainset 19	0	0	0	0
Total	15/133	10/133	0/133	0/133



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CalMod EMU VEHICLES

EMUs – Design & Manufacturing

- Significant change order in process to move first Trainset Level Design Conformance (Type) Testing to FRA test facility (TTCI) in Pueblo Colorado
- Production of system level components ramping up at sub-supplier facilities in U.S.A.
- FRA approvals of trainset designs advancing on schedule
- Trainset assembly underway in Stadler Salt Lake City facility
- Stadler Salt Lake City Facility Production Hall and Warehouse portions to be completed in April 2019



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CalMod EMU VEHICLES

Stadler New Facility Production Hall, with several cars for Trainset #1



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CalMod RISK MANAGEMENT

Next Steps

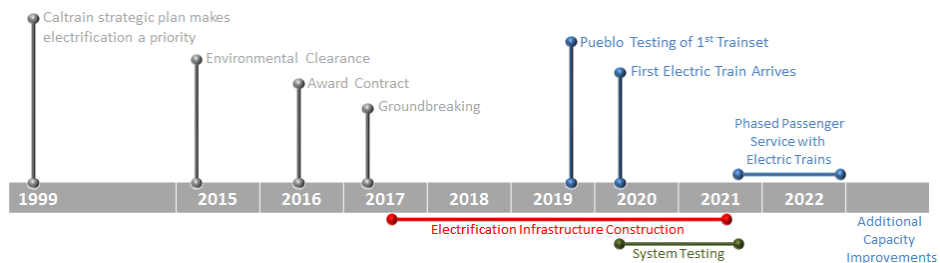
- Completed preliminary analysis of cost and schedule effects of risk
- Top 2 Risks:
 - Contractor sequencing of foundation construction may result in inefficiencies in construction, redesign, and reduced production rates.
 - Foundation train has begun work in Segment 4
 - Efforts have been concentrated in resolving DSCs in Segment 4 to limit impacts
 - Additional resources have been added to help lead the DSC resolution
 - Track access does not comply with contract-stipulated work windows
 - Work windows have been clarified to provide further detail to what was included in the contract documents. Contractors are reviewing the revised work windows for impacts
 - Project team is also breaking down current track access delays (TAD) data to categorize different areas of delays in attempt to mitigate each specific area of delay. Specific actions have been planned to further mitigate track access issues, such as changes to planning process.
 - Project continues to meet and work with Operations on potential mitigations for TAD moving forward



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CalMod SCHEDULE

MILESTONES



*Please keep in mind that testing and construction will overlap as each Segment will be tested individually, prior to final system testing.

Note: **Schedule Subject to Change**



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BUDGET & EXPENDITURES



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CalMod BUDGET & EXPENDITURES (in millions)

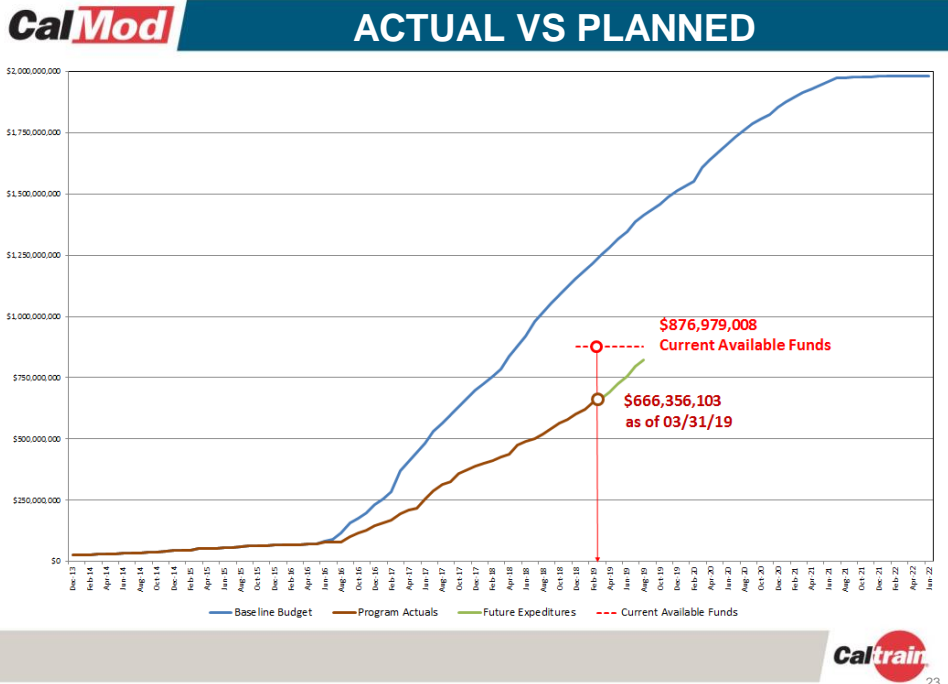
	Budget	Current Budget	FY19 Q3 Costs	Costs to Date	Estimate at Completion
Electrification	\$696.61	\$716.69	\$22.00	\$298.05	\$716.69
SCADA	\$0.00	\$3.45	\$0.00	\$1.93	\$3.45
EMU	\$550.90	\$550.79	\$15.32	\$112.70	\$550.79
PG&E	\$57.22	\$88.49	\$2.59	\$36.39	\$88.49
Tunnel Modifications	\$11.03	\$41.88	\$7.10	\$22.15	\$41.88
CEMOF Modifications	\$1.34	\$6.55	\$0.0	\$0.0	\$6.55
Separate Contract & Support Costs	\$347.62	\$342.10	\$15.26	\$195.13	\$342.10
Contingency ¹	\$315.53	\$230.30	\$0.00	\$0.00	\$229.02
Anticipated Changes	\$0.00	\$0.00	\$0.00	\$0.00	\$1.28
PCEP Total	\$1,980.25	\$1,980.25	\$62.28	\$666.36	\$1,980.25

Note 1: Contingency is not for out of scope changes.

Budget / Expenditures as of **March 31, 2019**



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CalMod CONTINGENCY¹ DRAWDOWN

Contracts	Amount	Contingency
Beginning Contingency		\$315,533,611
Drawdown		
Executed Change Orders	\$15,212,001	
SCADA Contract	\$3,446,917	
PG&E Supplemental #4	\$31,263,082	
Tunnel Modifications	\$31,386,286	
CEMOF Modifications	\$5,206,777	
Total	\$86,515,063	
Remaining Contingency		\$229,018,548

Note 1: Contingency is not for out of scope changes.

As of **March 31, 2019**

CalMod ANTICIPATED CONTINGENCY¹ DRAWDOWN

Contracts	Amount	Contingency
Remaining Contingency		\$229,018,548
Pending Contingency Drawdown		
Field Orders for Signal Cable Relocation	\$184,576	
Grade Crossing Warning – 5 mph Speed Check	\$446,982	
PS-5 Site Relocation (Design)	\$348,000	
Additional Daytime Potholing (Increase Quantity in Segment 4)	\$150,000	
Training for Additional Personnel to Complete Design and Potholing in Segment 1	\$136,611	
Total	\$1,266,169	
Anticipated Remaining Contingency		\$227,752,379

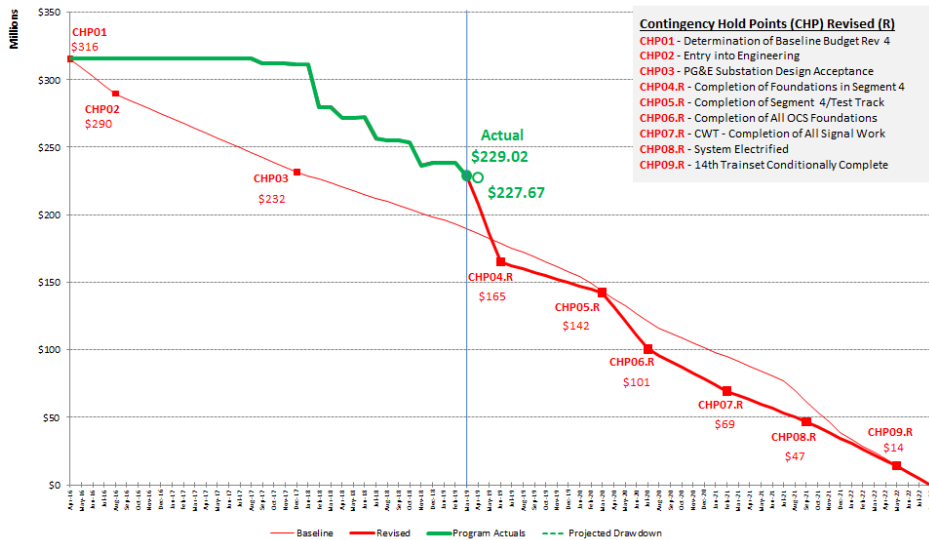
Note 1: Contingency is not for out of scope changes.

As of March 31, 2019



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CalMod CONTINGENCY¹ DRAWDOWN CURVE



Note 1: Contingency is not for out of scope changes.



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CalMod OUTREACH

- 12 Outreach events (since Jan. 2019)
- 13,000 Direct mailers / door hangers (since Jan. 2019)
- 2,946 Subscribers to the monthly e-newsletter
- 1,732 Subscribers to the weekly e-update
- Website: CalMod.org



CalMod RECENT CAMPAIGNS / VIDEOS



CalMod.org/safety




CalMod.org/rider-benefits


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CALMOD CONTACT INFORMATION

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TWITTER  @caltrain



QUESTIONS

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 – APRIL 2019**

ACTION

Staff Coordinating Council recommends that the Board receive the Positive Train Control (PTC) report for April 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:

<u>Key Project Activity</u>	<u>Expected Completion</u>	<u>Progress as of 4/17/19</u>	<u>Progress On Track?</u>	<u>Mitigation Required or Approvals Needed</u>
Approval of Designated RSD Test Request	May 31 st	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 st	Completed	Completed	Formal approval received on September 20.
Pilot Installations (4) Completed	June 20 th	Completed	Completed	All pilots completed
Submit Designated RSD Application	Oct 15 th	Completed	Completed	RSD Application submitted and in review by FRA.
Complete Critical Feature V&V for Designated Track RSD	Oct 30 th	Completed	Completed	
Complete Designated RSD Training	Nov 14 th	Completed	Completed	Training for designated RSD personnel completed
Designated RSD – Complete Required Vehicle Installation	Dec 3 rd	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 th 2019	Completed	Completed	Received FRA's approval on February 6.
Completion of Remaining Vehicle Installation (all 67 units)	April 30, 2019	Completed (63 Units)	Completed (63 Units)	Except three F40PH 3Cs Rehab vehicles that are out of property and one wrecked vehicle.
Full RSD - Complete Remaining Critical Feature V&V	Jan 2019	Completed	Completed	
Full RSD – Complete WIU V&V	March 15, 2019	Completed	Completed	
Full RSD – Complete Lab Integrated End to End Testing	June 30, 2019	Plan	Yes	LIEE Started on April 12, 2019

Key Project Activity	Expected Completion	Progress as of 4/17/19	Progress On Track?	Mitigation Required or Approvals Needed
Full RSD – Complete Field Integrated Testing (FIT)	August 2019	Plan		
Full RSD – Complete Field Qualification Testing (FQT)	September 2019	Plan		
Commence Full RSD – Caltrain ROW	October 2019	Plan		Target to commence RSD in September per rebaseline schedule
Complete Interoperability Testing with UPRR South of CP Lick	December 2019	Plan	Yes	Coordination effort with UPRR has commenced
Complete of Interoperability Testing with Tenant Railroads	April 30 2020	Plan		Coordination effort with AMTRAK and ACE have commenced
Submit Caltrain PTC Safety Plan to the FRA	June 01, 2020	Plan		
Complete Caltrain PTC Implementation	December 2020	Plan		

*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 April 2019:

- o Continued installations of onboard equipment on Caltrain locomotives and cab cars
 - o Completed of all onboard installations except for three that are currently off property for overhauls and one wrecked vehicle.
 - o Punch list items are still being addressed by Wabtec
- 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; there is only one Vehicle left for VAT.
- o Completed all critical feature validation and speed validation for subdiv file; Wabtec has officially released subdiv file for the full track.
- o Commenced the MP-1500 Locomotive Brake Testing.
- o Finalized BCCF Integrated Lab Design.
- o Commenced Lab End to End Integrated Testing for the full track.
- o Continued ITCM Test Federation and Production Federation effort with other railroads for PTC testing and implementation.
- o Finalized the Key Performance Indicators for project progress reporting.
- o Finalized Master Training Plan that reflects all courses required for Operations and Maintenance training for all staff.
- o Continue development of PTC 101 on-line training course.
- o Develop Test Procedure for Interoperability Lab Testing with UPRR

2. Vehicle Installation:

Wabtec completed installation of (44) I-ETMS modules on the Caltrain locomotives and cab cars as required in Caltrain's Implementation Plan and statutory criteria requirements in early November of 2018. Wabtec has completed installations on the remaining Caltrain fleet (23 additional locomotives and cab cars) on April 8 2019. This excludes three locomotives that are off property for overhaul and one damaged cab car. Table below provides the overall status of 67-vehicle installation as of April 17, 2019.

I-ETMS On-Board Installation Progress (As of 4/17/19)			
Equipment	Completed	In Progress	Pending
F40	20	0	3
MP36	6	0	0
Bombardier Cab	9	0	0

I-ETMS On-Board Installation Progress (As of 4/17/19)			
Equipment	Completed	In Progress	Pending
F40	20	0	3
MP36	6	0	0
Bombardier Cab	9	0	0
NS Gallery Cab	26	0	1
MP1500	2	0	0
Total	63	0	4
%	94%	0%	6%

*Includes wrecked unit 4010

3. Other Key Activities for April 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) ARINC has released PTC ROCS software which includes consist data phase 1 for WABTEC Lab testing.
- 2) The long-term maintenance service scope of work for all systems residing in the CCF and BCCF that support Rail Operations has been finalized and is under Contract and Procurement review. The new long-term maintenance service contract with ARINC will replace the current ROCS and other maintenance contracts. It is targeted for award by August 2019.
- 3) The PTC project continues its coordination efforts with the Electrification and EMU programs via regularly scheduled status 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. The PTC Configuration Freeze periods have been identified and are under review with Caltrain management. During freeze periods, the current capital projects, including PCEP, will not be able to change the infrastructure of the railroad in support of PTC RSD roll out and Interoperability testing with all tenant railroads.
- 5) Herzog Technology Incorporated (HTI) PTC go live experts have started PTC go-live planning effort with Caltrain Operations and the PTC project team to ensure a smooth transition of PTC to operations and maintenance. These efforts include finalizing the 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 is 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 that 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 Caltrain.

To date no risks have been identified requiring use of the risk funds. Caltrain and Wabtec will jointly review the shared risk register and provide an updated version as part of commercial negotiations in May 2019.

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
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
Key Exchange Server Solution	Internal	Implementation of Caltrain Key Exchange Server timely to support Interoperability Testing with UPRR in early July.
FRA Approval of RSD Application	External	Caltrain has submitted RSD application for the designated track segment and will submit draft full track RSD application for review and comments. FIT and FQT test results will be submitted prior approval of RSD application from the FRA.

6. FRA Coordination Status:

- o Continued weekly calls with FRA review team
- o Received approval of MP-1500 Locomotives Brake Test Plan
- o Submitted PTCIP and RFA Version 10 which includes project implementation schedule updates as result of project rebaseline effort
- o Submitted Field Signal and Switches V&V Test Results

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. Alternative Schedule was approved on February 6, 2019
 2. RSD application was submitted to FRA for approval in November. FRA is reviewing. Caltrain will submit full track RSD application by the 2nd quarter of calendar 2019.
 3. Caltrain will complete all field validation by the 1st quarter of 2019 to enable commencement of Laboratory Integrated Testing (LIT) for full track in April of 2019.
 4. Caltrain will be performing Field Integrated Testing (FIT) and Field Qualification Testing (FQT) for full track to achieve full RSD by October of 2019
 5. Caltrain will continue training remaining TASI 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 PTC Safety Plan by June 2020 and receive full system certification by December 2020.

8. Cost – Spend vs. budget with Actuals and Arrural through March 2019

	(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
CBOSS PTC Project (Jan 2008 - Feb 2018)	\$ 231.00		\$ 239.88	\$ 202.26	\$ 202.26		
Caltrain PTC Project (March 1st 2018 - June 2020):							
Integrator WABTEC Contract	\$ 43.01		\$ 43.01	\$ 16.88	\$ 43.01	\$ -	39.25%
Other Contractors	\$ 6.00		\$ 6.00	\$ 1.43	\$ 6.00	\$ -	23.88%
Potential Changes	\$ 2.00		\$ 2.00		\$ 2.00	\$ -	
Potential Incentive - WABTEC	\$ 2.00		\$ 2.00		\$ 2.00		
Other Program Costs	\$ 30.34		\$ 30.34	\$ 8.61	\$ 30.45	\$ (0.11)	28.26%
Project Contingency	\$ 6.06		\$ 6.06		\$ 5.95	\$ 0.11	
Total PTC Project	\$ 89.41		\$ 89.41	\$ 26.92	\$ 89.41	\$ (0.00)	30.11%
Note:							
1). Expended and Arrual to Date is through March 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 May 2019:

- 1) Complete Vehicle Acceptance Testing and MP1500 locomotive Brake Testing that will conclude all VAT and Brake Testing.
- 2) Continue Laboratory Integrated End to End (LIEE) Testing for Full track RSD, target to complete cycle one of LIEE.
- 3) Commence Caltrain BCCF Lab build out and BCCF readiness activities.
- 4) Complete ITCM Test Federation with freight railroads; Production Federation with UP and BNSF are achieved.
- 5) Follow up with Executive management team to finalize commercial discussion related to incentives, Liquidated Damages and cost proposal for additional scope items.
- 6) Close out all punch list items on onboard installs and all documentations.
- 7) Continue interoperability coordination with UPRR, Amtrak and other tenants
- 8) Continue regular monthly review with Wabtec senior management to ensure the Wabtec project team maintains focus on 2019 key milestones and full Caltrain RSD.
- 9) 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.
- 10) Develop Field Integrated Testing (FIT) Test Procedure for Caltrain review.
- 11) Commence training of remaining 382 TASI employees

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **CALTRAIN REVENUE MEASURE POLL KEY FINDINGS**

ACTION

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

SIGNIFICANCE

At the December 14, 2018 JPB Board Retreat, it was determined that a public opinion poll should be conducted to test voter appetite for a revenue measure which would provide Caltrain with a dedicated funding source.

A Revenue Measure Feasibility Poll was conducted from March 25 to April 1, 2019, to track public opinion in San Francisco, San Mateo and Santa Clara Counties about the creation of a dedicated funding source for Caltrain. 1,416 likely voters were surveyed as a part of the poll.

BUDGET IMPACT

There is no budget impact associated with receiving this memo.

BACKGROUND

The poll was conducted through the use of on-call survey contractor, EMC Research. EMC recruited participants using email addresses and telephone numbers obtained from the voter file. Participants were able to take the survey online or by telephone, in English, Spanish, Chinese and Vietnamese. The poll has a margin of error of +/- 2.6 percentage points for November 2020 voters, and +/- 3.1 percentage points for March 2020 voters, both with a 95 percent confidence level. The results are demographically reflective of the voter populations of San Francisco, San Mateo and Santa Clara Counties.



Executive Summary Survey of Likely Voters

Peninsula Joint Powers Board of Directors
May 2, 2019 – Agenda Item# 7c

- ▶ Survey of likely 2020 voters in the Peninsula Corridor Counties (San Francisco, San Mateo, and Santa Clara)
 - November 2020 voters: 1,416 interviews; margin of error \pm 2.6 percentage points
 - March 2020 voter subset: 1,011 interviews; margin of error \pm 3.1 percentage points
 - Approximately 400 interviews in each county; final data weighted to reflect actual voter population distribution.

- ▶ Split sample methodology used to test two different tax rates:
 - Sample A; 1/8 cent, \$100 million/year: 713 interviews; MoE \pm 3.7 percentage points
 - Sample B; 1/4 cent, \$200 million/year: 703 interviews; MoE \pm 3.7 percentage points
 - Samples balanced to control for demographic and attitudinal differences

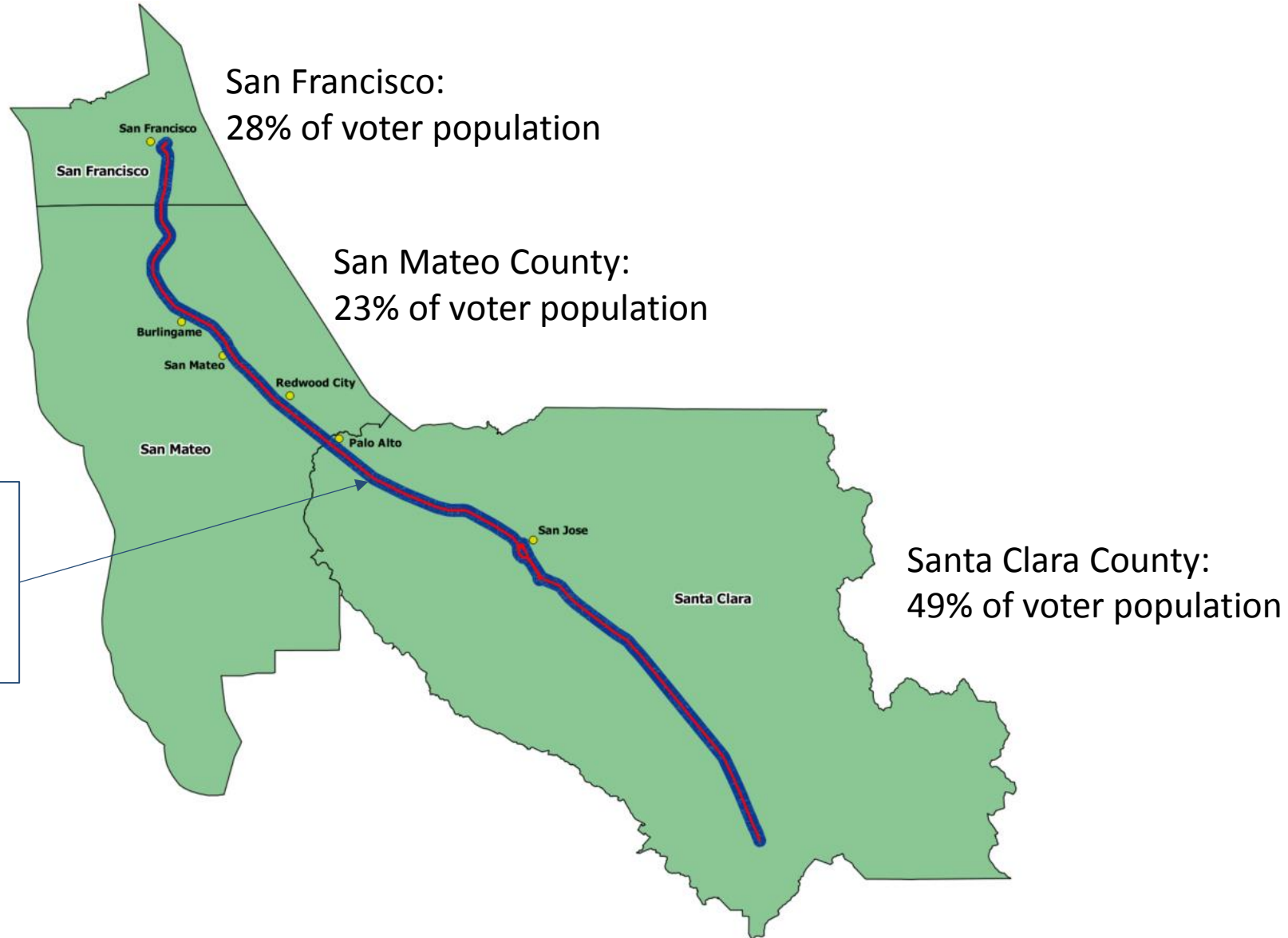
- ▶ Interviews conducted March 25 – April 1, 2019

- ▶ Multimodal survey combining email-to-web and live telephone interviews using both landlines and mobile phones.

- ▶ Survey in all modes conducted in English, Spanish, Chinese, and Vietnamese.

Please note that due to rounding, some percentages may not add up to exactly 100%.

Peninsula Corridor Counties



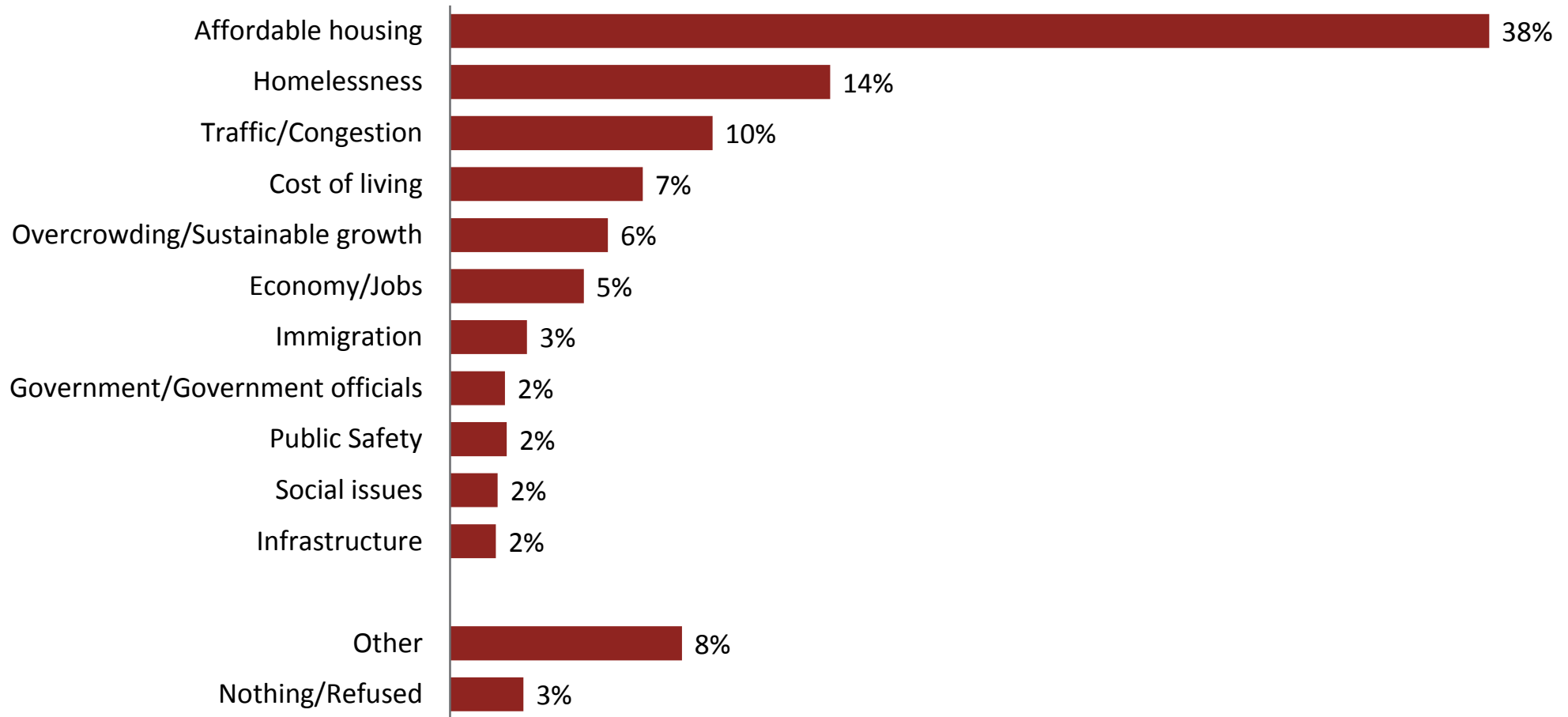
Near Corridor Residents
(blue shaded area - live
within 1/2 mile):
25% of voter population

Key Findings

- ▶ Voters in the Peninsula Corridor Counties have an interest and willingness to invest in improvements to improve public transit and reduce traffic congestion.
- ▶ Support for a revenue measure is just below two-thirds today, with Caltrain riders more supportive than other voters.
- ▶ Many elements of the measure resonate, particularly traffic reduction, air quality improvements, and increasing the speed, frequency, and capacity of Caltrain.
- ▶ Support is solidified at just about the two-thirds level with additional information, although there is some evidence that the measure would be vulnerable to opposition.

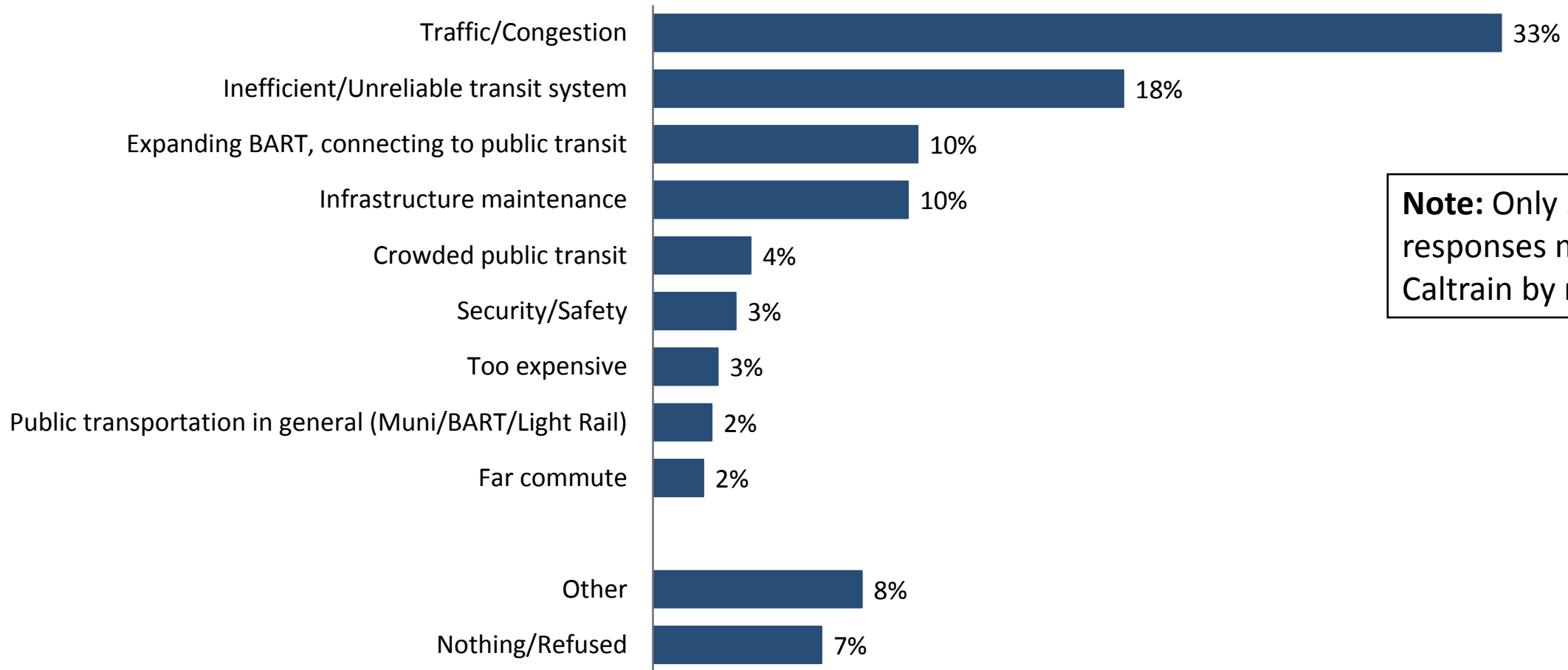
Most Important Problem

Housing affordability and homelessness are seen as the top issues for the Bay Area.



Most Important Transportation Problem

When it comes to transportation-specific top of mind issues, a third of voters mention traffic and congestion.

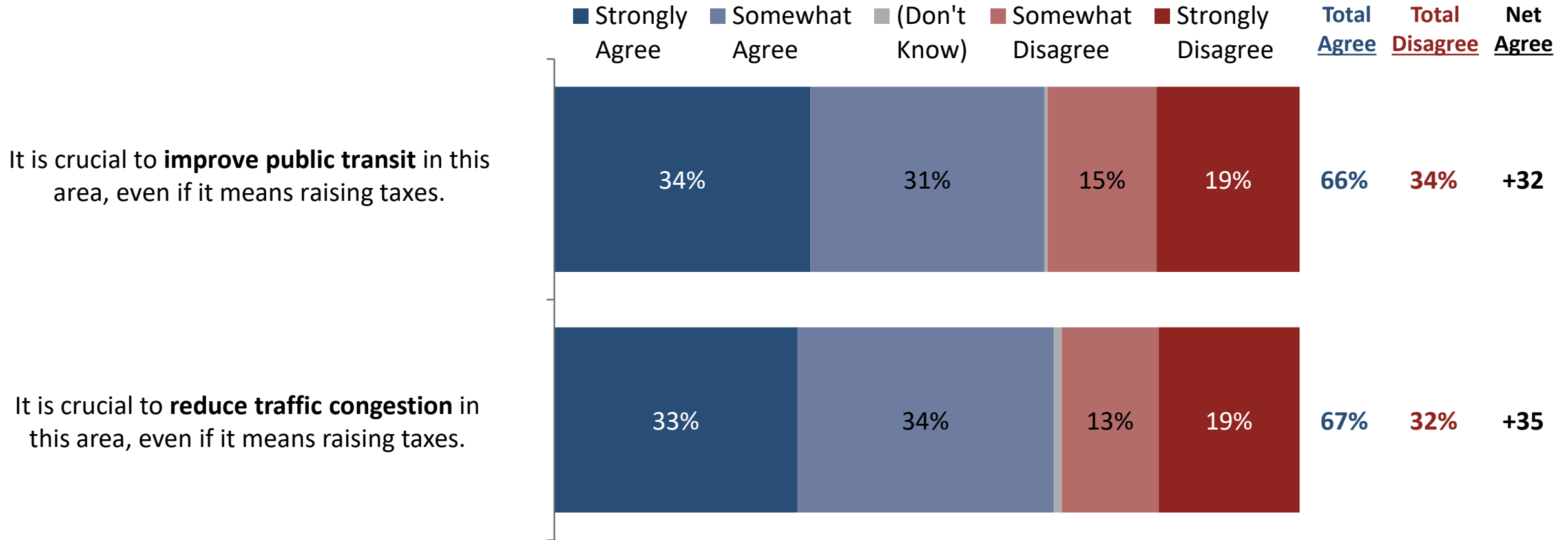


Note: Only 21 responses mention Caltrain by name.

Q6. Now thinking more specifically about transportation, what do you think is the most important transportation problem facing the Bay Area today? (OPEN END, RECORD VERBATIM RESPONSE, ACCEPT ONE RESPONSE ONLY)

Taxes and Transit Attitudes

General willingness to accept a tax increase to fund transportation improvements is right around the two-thirds mark.

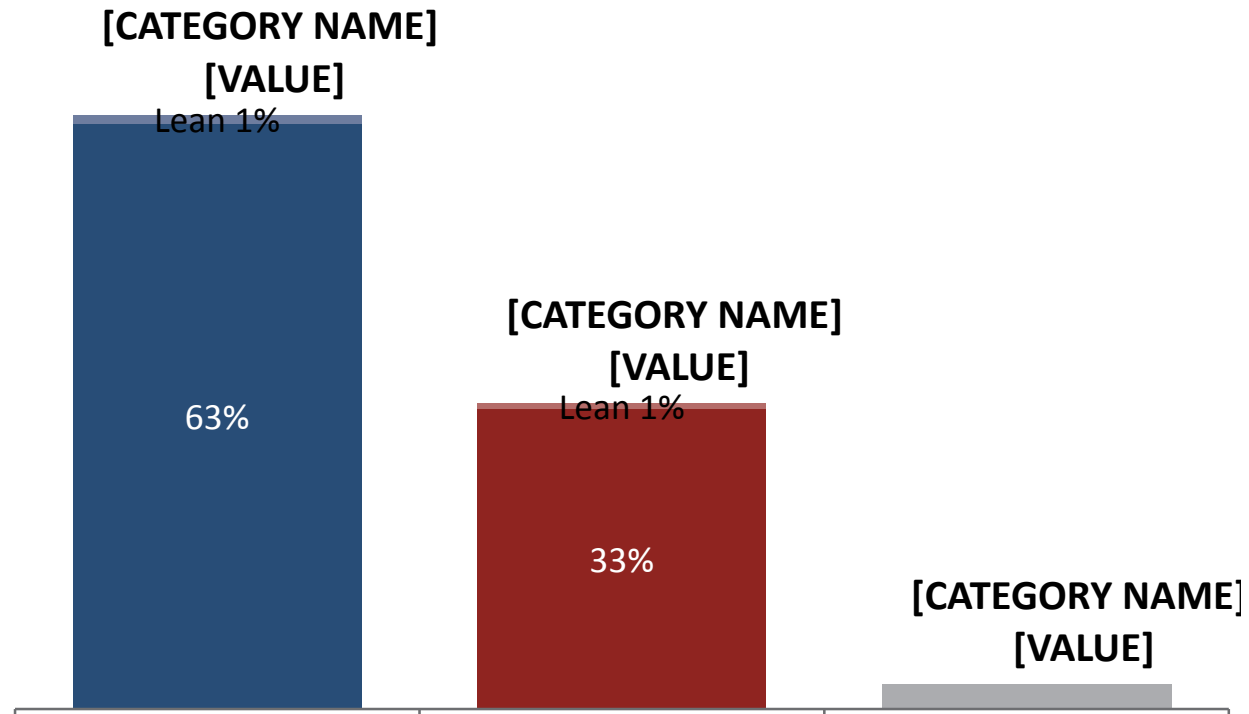


Q26-27. For each of the following statements, please indicate if you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with the statement.

Initial Vote *(combined samples)*

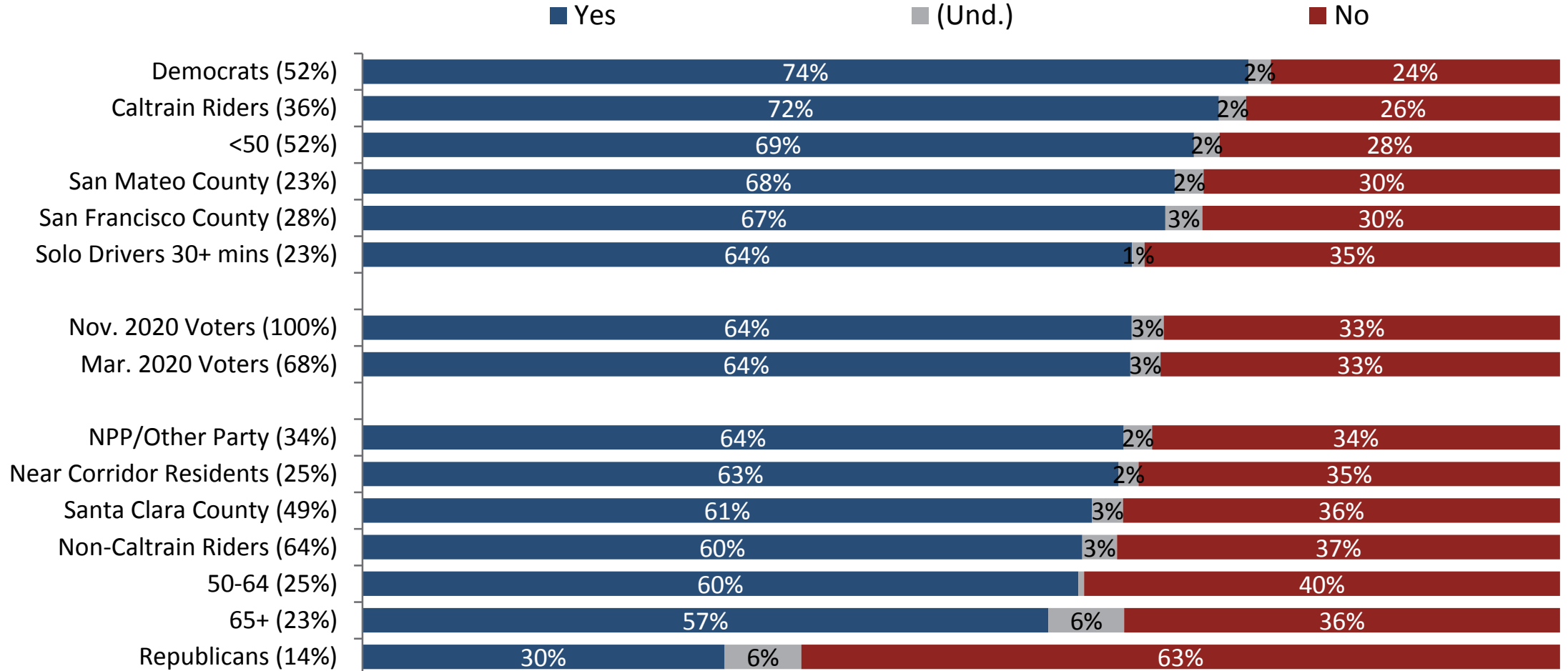
Support for a Caltrain sales tax measure is just below the two-thirds mark.

To ease traffic on Highways 101, I-280, and the El Camino Real corridors and reduce air pollution by continuing to convert Caltrain rail service to run on cleaner, quieter electricity rather than diesel fuel, and increasing Caltrain frequency and capacity between Santa Clara, San Mateo and San Francisco counties, shall the Peninsula Corridor Joint Powers Board's ordinance levying a 30-year [1/8 cent or 1/4 cent] sales tax with independent citizen oversight, providing approximately [\$100 million or \$200 million] annually for Caltrain that the State cannot take away, be adopted?



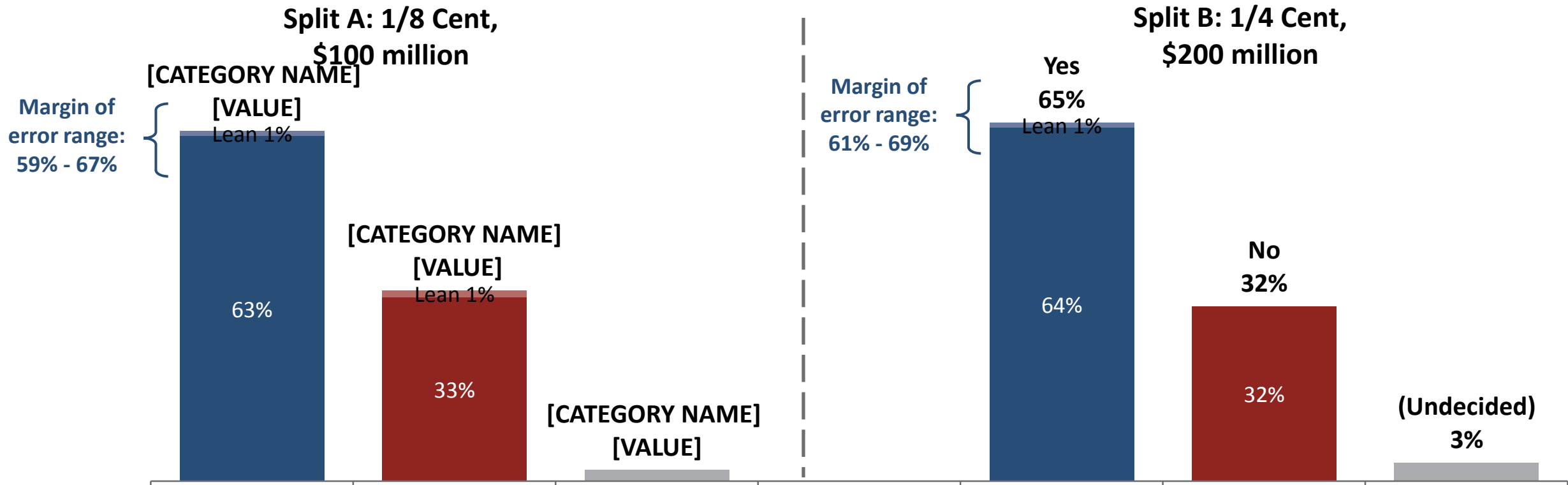
Initial Vote by Subgroups (combined samples)

Democrats and Caltrain riders are the most supportive; a November or March electorate are equally supportive of a measure.



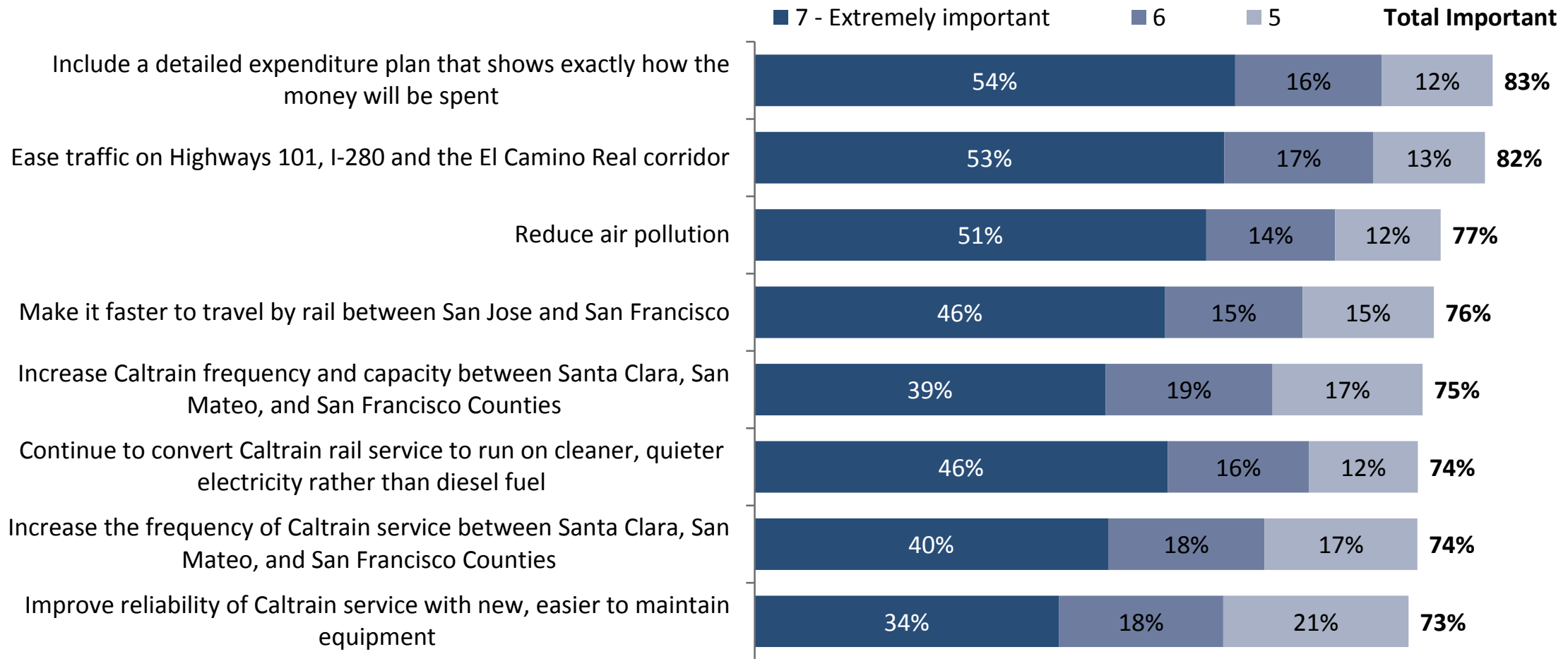
Initial Vote by Tax Rate

There is no significant difference in support between the two tax rates tested.



Importance of Components

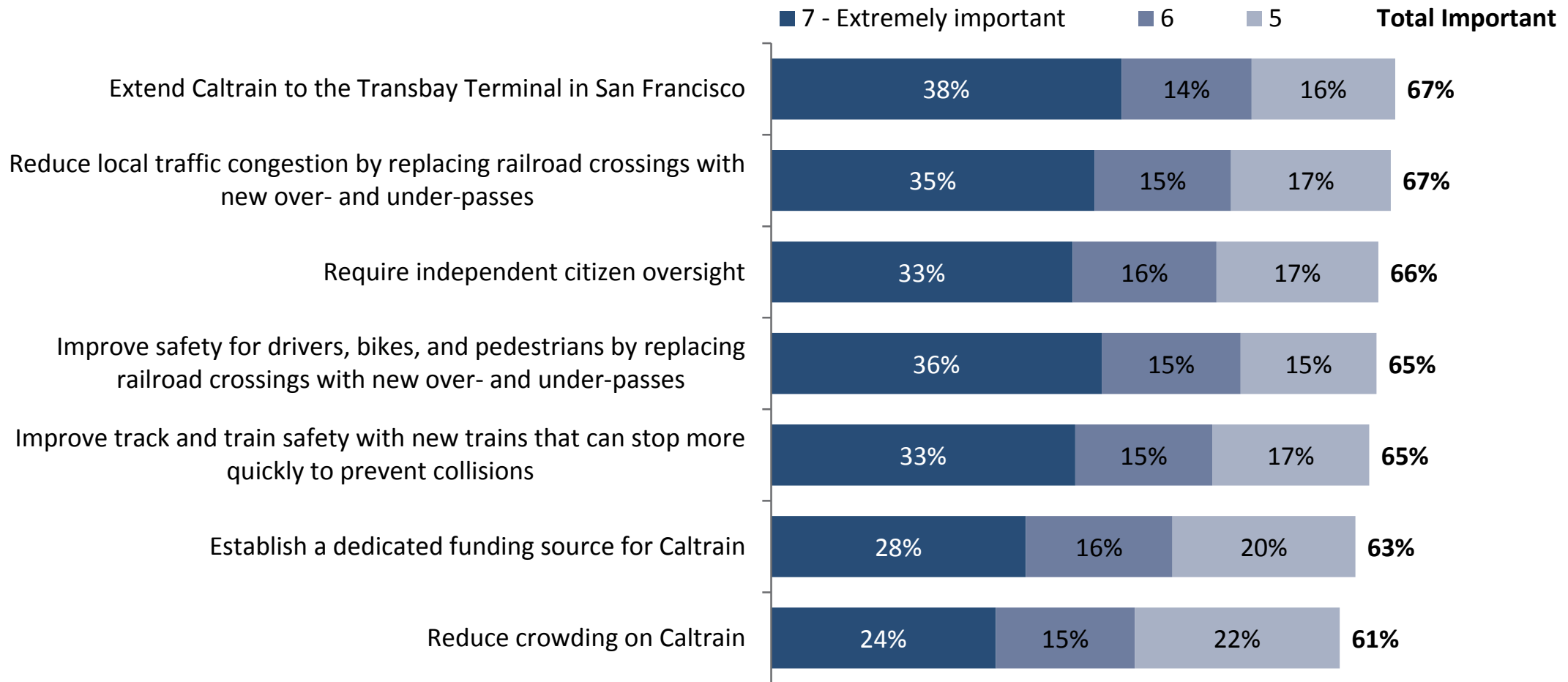
A detailed expenditure plan, easing traffic, and reducing air pollution are highly important components for a majority of voters; Caltrain riders also ranked increasing frequency, capacity, and speed of travel highly.



Q8-24. I'm going to read you a list of components that could be included in the proposed Caltrain measure. On a scale from 1 to 7, where 1 is not at all important and 7 is extremely important, please tell me how important it is that the measure do each of the following.

Importance of Components

Other potential components of the measure are compelling to narrower groups of voters.



Q8-24. I'm going to read you a list of components that could be included in the proposed Caltrain measure. On a scale from 1 to 7, where 1 is not at all important and 7 is extremely important, please tell me how important it is that the measure do each of the following.

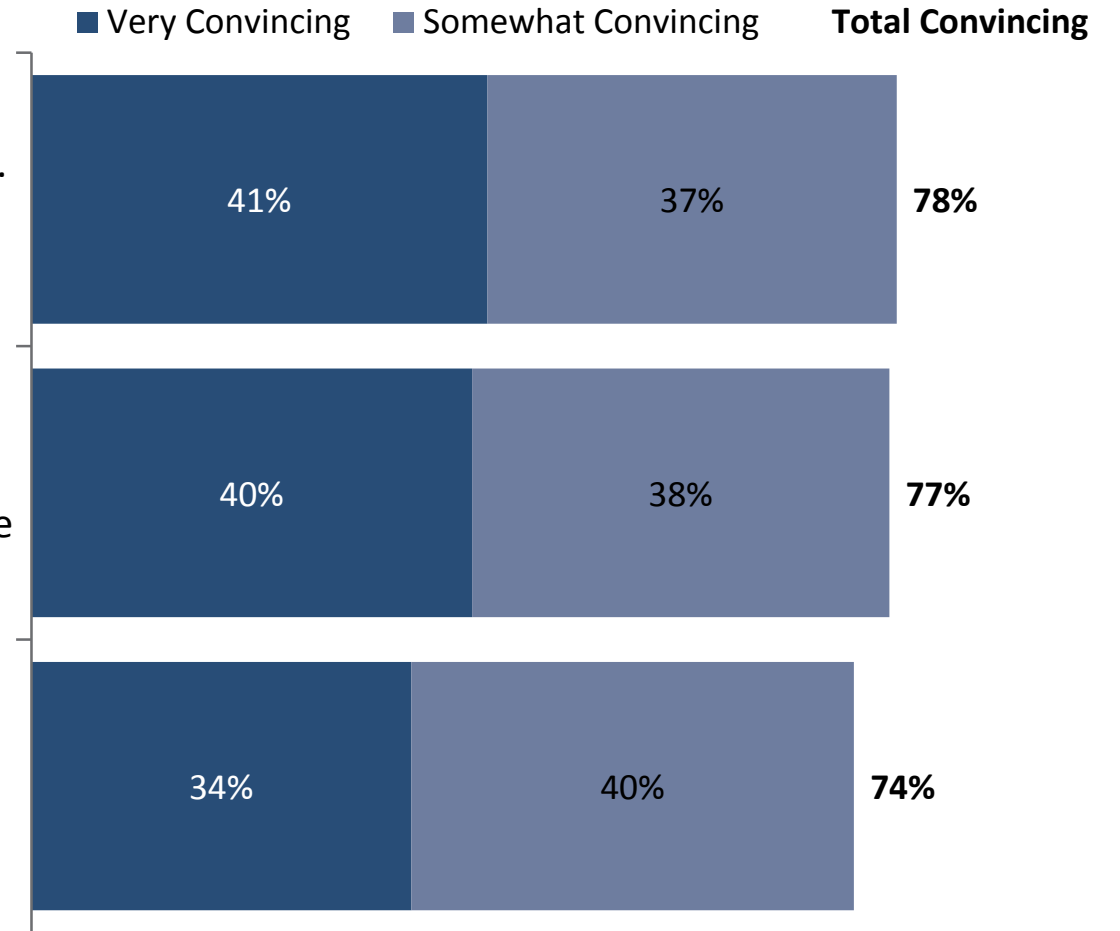
Additional Information

Connecting capacity improvements with traffic congestion relief is compelling, as is information about improving connections across local transit systems.

Caltrain is currently operating above 125% capacity during commute hours, meaning trains are overcrowded and some potential riders are forced to drive. This measure would make it possible for Caltrain to carry more people along the corridor, reducing traffic congestion on 101, I-280, and El Camino Real.

This measure will improve connections between Caltrain and other transit agencies, including, BART, Muni, VTA, SamTrans, ACE Train, and Capitol Corridor. This will make it easier and more reliable for people to get around the Bay Area on public transit.

This measure would allow Caltrain to continue their conversion to electric trains, allowing trains to run more frequently, decreasing operating and maintenance costs, and improving safety along the tracks for pedestrians and at road crossings.



Q28-36. Next I'd like to read you statements from people who support the potential measure. After each one, please tell me how convincing that statement is as a reason to vote FOR the measure – very convincing, somewhat convincing, not too convincing, or not at all convincing.

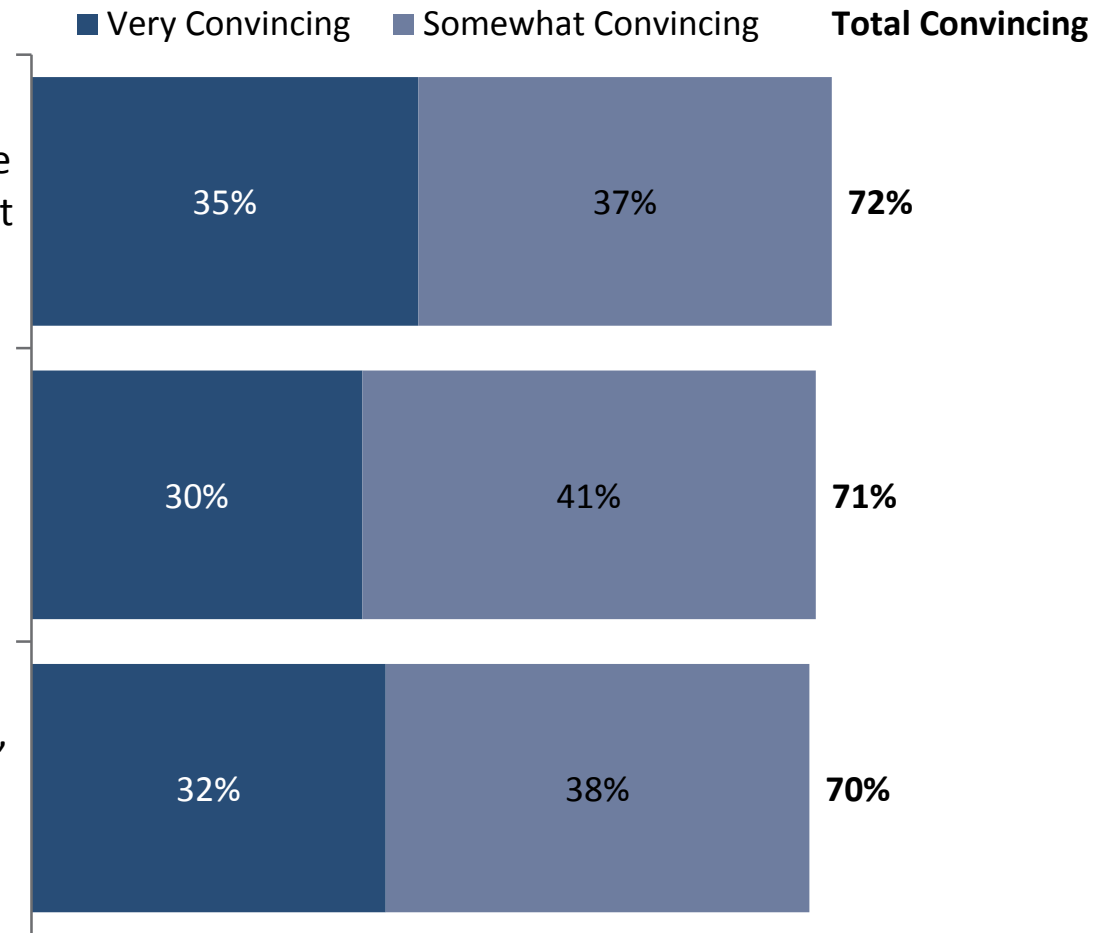
Additional Information, cont'd.

Details about a dedicated funding source and safety improvements are less appealing.

This measure includes a detailed expenditure plan that shows exactly how the money must be spent, independent citizen oversight, and annual independent audits to ensure that all funds are spent as promised.

This measure will fund the construction of railroad crossings with under- and overpasses, making it safer for drivers, bicyclists, and pedestrians, reducing traffic congestion, and smoothing traffic flow all up and down the Peninsula.

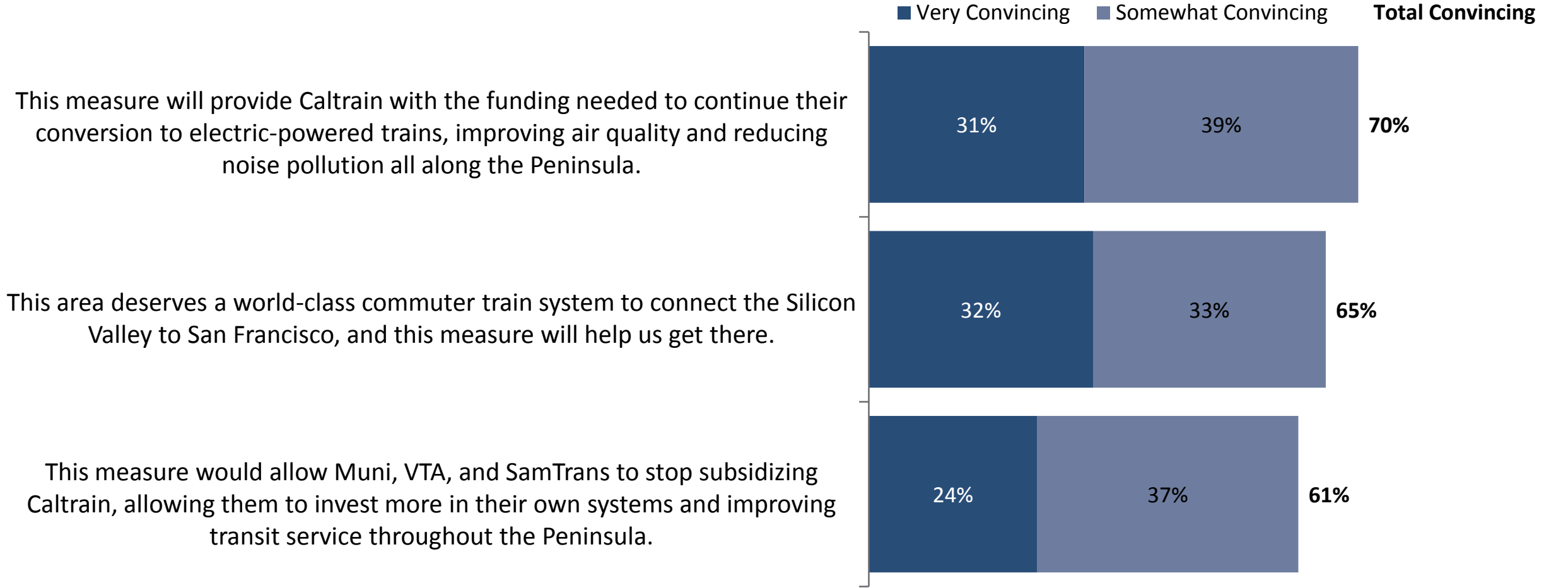
Currently Caltrain has no dedicated funding source, instead relying on passenger fares and voluntary contributions from other local transit agencies, both of which can vary year to year. This measure would give Caltrain a dedicated source of funding that would allow them to make significant long-term investments in Caltrain equipment and service improvements.



Q28-36. Next I'd like to read you statements from people who support the potential measure. After each one, please tell me how convincing that statement is as a reason to vote FOR the measure – very convincing, somewhat convincing, not too convincing, or not at all convincing.

Additional Information, cont'd.

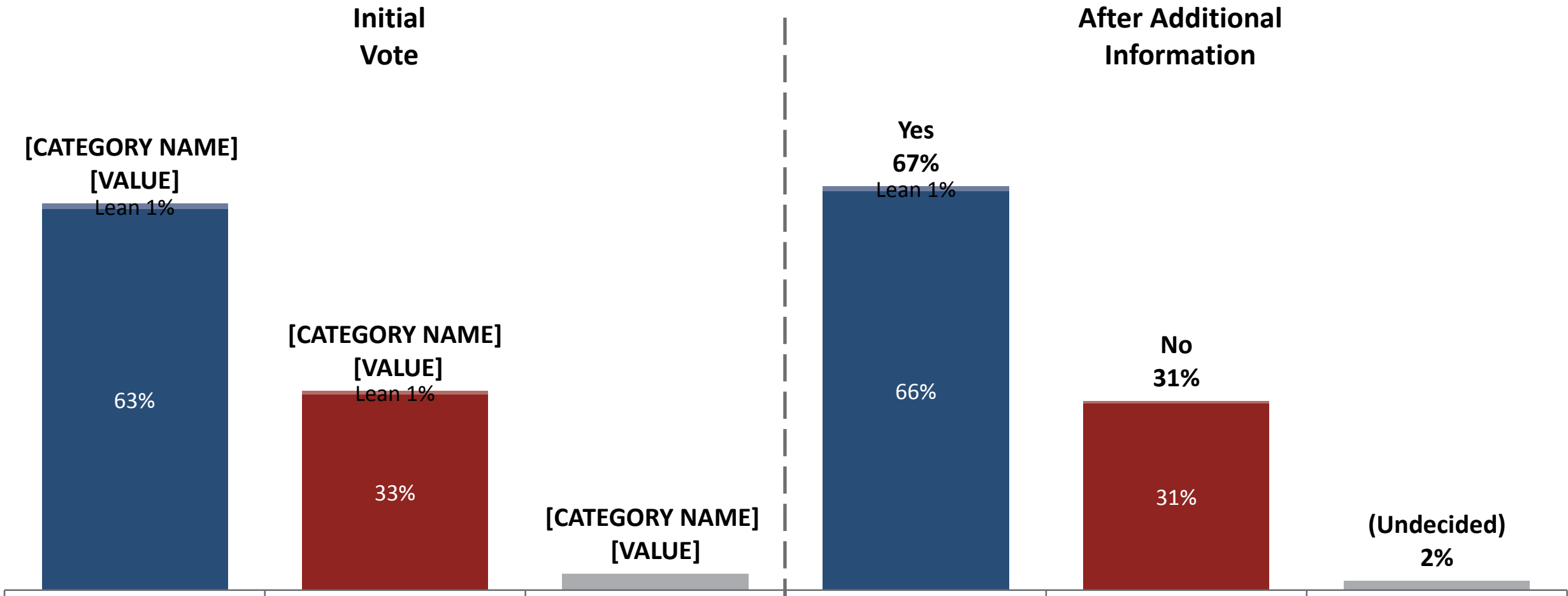
Other information is less compelling.



Q28-36. Next I'd like to read you statements from people who support the potential measure. After each one, please tell me how convincing that statement is as a reason to vote FOR the measure – very convincing, somewhat convincing, not too convincing, or not at all convincing.

Vote After Additional Information (*combined samples*)

Additional information does not make much difference, but it does solidify support right around the two-thirds threshold.

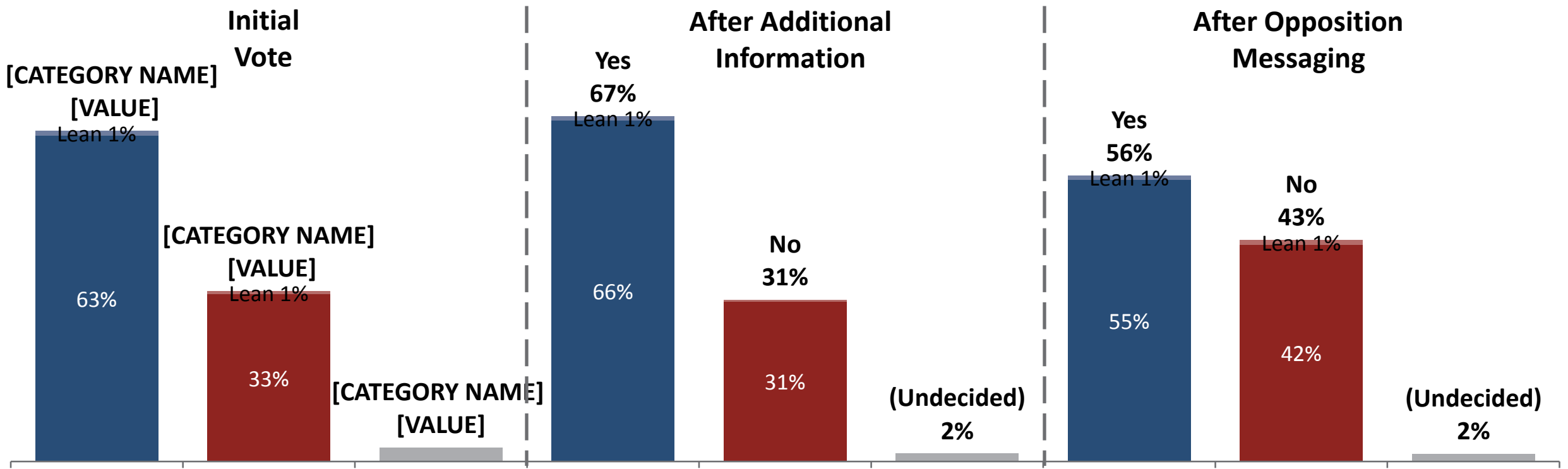


Q37. Sometimes people change their minds in a survey like this. Given everything you've heard, if the election were held today, would you vote yes to approve or no to reject a measure that reads:

Vote After Opposition *(combined samples)*

A revenue measure is vulnerable to opposition.

Some people say that we just can't afford another tax in this area when so many families are already struggling to stay in their homes. The new gas tax and bridge tolls are already supposed to be going towards transit, but there's just no way public transit improvements are going to significantly relieve the terrible traffic on our clogged freeways or roads. These same people also say Caltrain should be asking private companies to pay for these improvements, since they are the ones who caused our terrible traffic problems and it's just not fair to saddle the taxpayers with a 30-year tax to subsidize a public transit system that only serves a small number of high-income tech commuters.



Q38. Given what you just heard, if the election were held today, would you vote yes to approve or no to reject this measure?

Conclusions

- ▶ There is significant interest from the community in improving Caltrain, particularly as a way to relieve traffic congestion and speed travel along the Peninsula.
- ▶ While it's not quite at the required two-thirds support today, with the right environment and effort a sales tax measure for Caltrain may be feasible in 2020.



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**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 – QUARTERLY UPDATE**

ACTION

Staff Coordinating Council recommends the Board of Directors (Board) receive a PowerPoint presentation providing a quarterly update on Caltrain Business Plan activities and progress from January through April of 2019.

SIGNIFICANCE

Peninsula Corridor Joint Powers Board (JPB) staff has prepared a Caltrain Business Plan quarterly update describing project activities and progress from January through April of 2019. The quarterly update will provide the Board with an opportunity to ask questions about project activities and to provide feedback and direction on the Business Plan.

BUDGET IMPACT

There is no budget impact associated with receiving this PowerPoint presentation.

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.

Caltrain Business Plan

MAY 2019

QUARTERLY UPDATE
Board Agenda Item#8

May 2, 2019



Starting to Build a Business Case

What is the Caltrain Business Plan?

What Addresses the future potential of the railroad over the next 20-30 years. It will assess the benefits, impacts, and costs of different service visions, building the case for investment and a plan for implementation.

Why Allows the community and stakeholders to engage in developing a more certain, achievable, financially feasible future for the railroad based on local, regional, and statewide needs.

What Will the Business Plan Cover?

Technical Tracks



Service

- Number of trains
- Frequency of service
- Number of people riding the trains
- Infrastructure needs to support different service levels



Business Case

- Value from investments (past, present, and future)
- Infrastructure and operating costs
- Potential sources of revenue



Community Interface

- Benefits and impacts to surrounding communities
- Corridor management strategies and consensus building
- Equity considerations



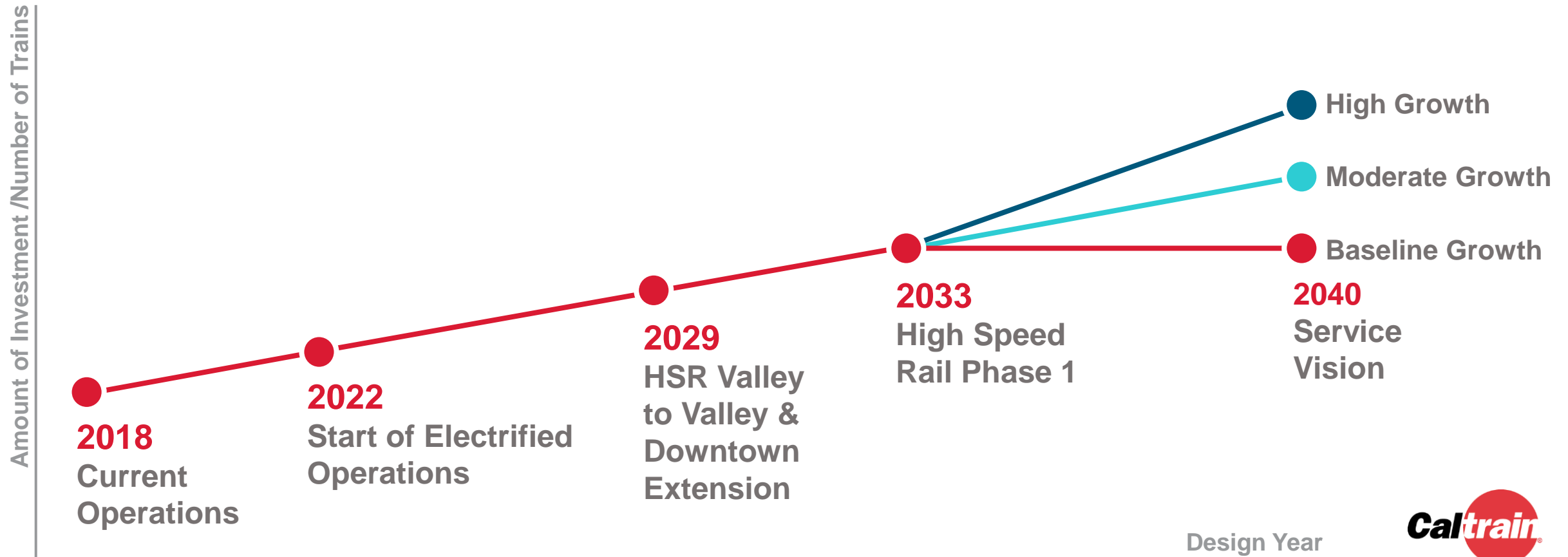
Organization

- Organizational structure of Caltrain including governance and delivery approaches
- Funding mechanisms to support future service

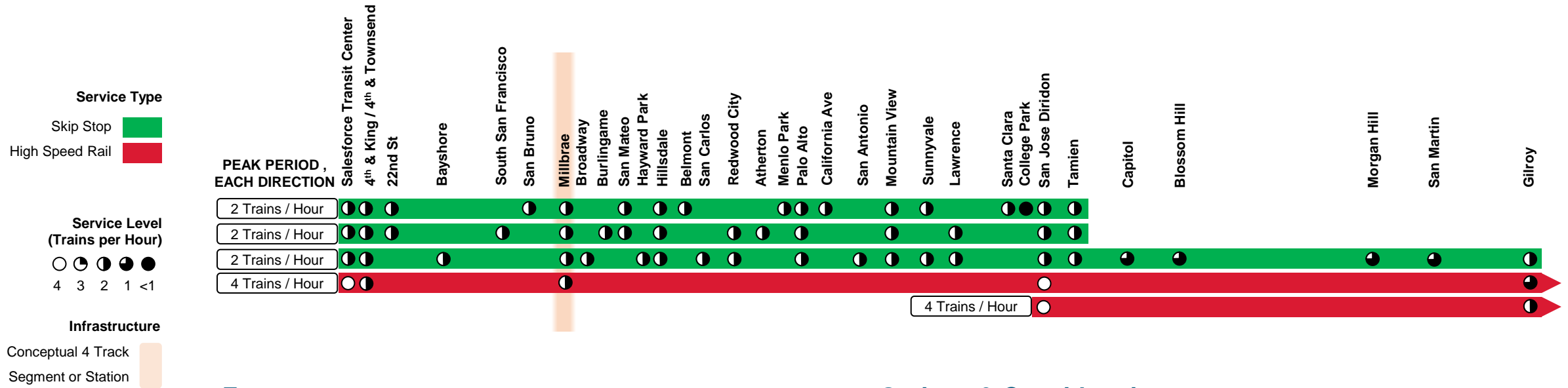
Where Are We in the Process?



2040 Service Scenarios: Different Ways to Grow



2040 Baseline Growth Scenario (6 Caltrain + 4 HSR)



Features

- Blended service with up to 10 TPH north of Tamien (6 Caltrain + 4 HSR) and up to 10 TPH south of Tamien (2 Caltrain + 8 HSR)
- Three skip stop patterns with 2 TPH – most stations are served by 2 or 4 TPH, with a few receiving 6 TPH
- Some origin-destination pairs are not served at all

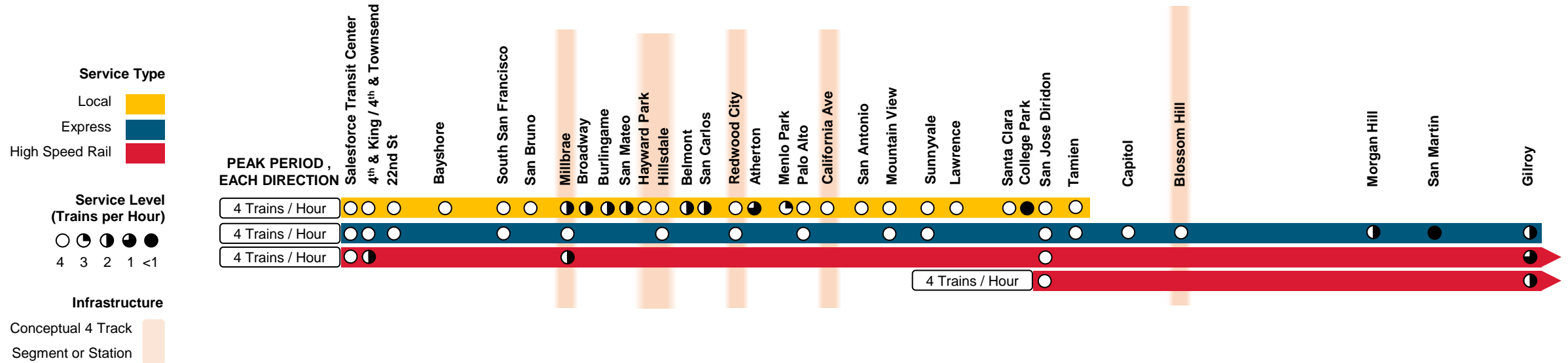
Passing Track Needs

- Less than 1 mile of new passing tracks at Millbrae associated with HSR station plus use of existing passing tracks at Bayshore and Lawrence

Options & Considerations

- Service approach is consistent with PCEP and HSR EIRs
- Opportunity to consider alternative service approaches later in Business Plan process

Moderate Growth Scenario (8 Caltrain + 4 HSR)



Features

- A majority of stations served by 4 TPH local stop line, but Mid-Peninsula stations are serviced with 2 TPH skip stop pattern
- Express line serving major markets – some stations receive 8 TPH
- Timed local/express transfer at Redwood City

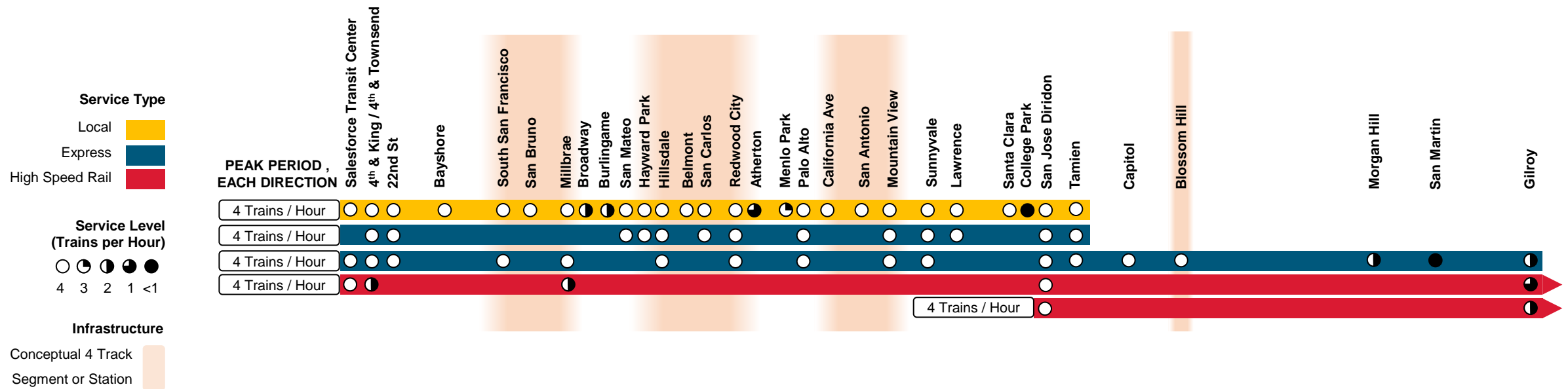
Passing Track Needs

- Up to 4 miles of new 4-track segments and stations: Hayward Park to Hillsdale, at Redwood City, and a 4-track station in northern Santa Clara county (Palo Alto, California Ave, San Antonio or Mountain View. California Ave Shown)

Options & Considerations

- To minimize passing track requirements, each local pattern can only stop twice between San Bruno and Hillsdale - in particular, San Mateo is underserved and lacks direct connection to Millbrae
- Each local pattern can only stop once between Hillsdale and Redwood City
- Atherton, College Park, and San Martin served on an hourly or exception basis

High Growth Scenarios (12 Caltrain + 4 HSR)



Features

- Nearly complete local stop service – almost all stations receiving at least 4 TPH
- Two express lines serving major markets – many stations receive 8 or 12 TPH

Passing Track Needs

- Requires up to 15 miles of new 4 track segments: South San Francisco to Millbrae, Hayward Park to Redwood City, and northern Santa Clara County between Palo Alto and Mountain View stations (shown: California Avenue to north of Mountain View)

Options & Considerations

- SSF-Millbrae passing track enables second express line; this line cannot stop north of Burlingame
- Tradeoff between infrastructure and service along Mid-Peninsula - some flexibility in length of passing tracks versus number and location of stops
- Flexible 5 mile passing track segment somewhere between Palo Alto and Mountain View
- Atherton, College Park, and San Martin served on an hourly or exception basis



Terminal Analysis

San Francisco Terminal

Key Points and Findings

- The Downtown Extension from the existing 4th & King Terminal to the Salesforce Transit Center is planned for operation in 2029 and will allow Caltrain and HSR to directly serve downtown San Francisco
- Under the Baseline Scenario all 10 trains can serve the Sales Force Transit Center
- Under the Moderate Scenario all 12 trains can serve the Salesforce Transit Center
- Under the High Growth Scenario, 12 trains can serve the Salesforce Transit Center and the remaining 4 trains would terminate at 4th & King
- All findings will be further tested and evaluated though simulation analysis



San Francisco Terminal Area

Planned Track Layout



San Jose Terminal

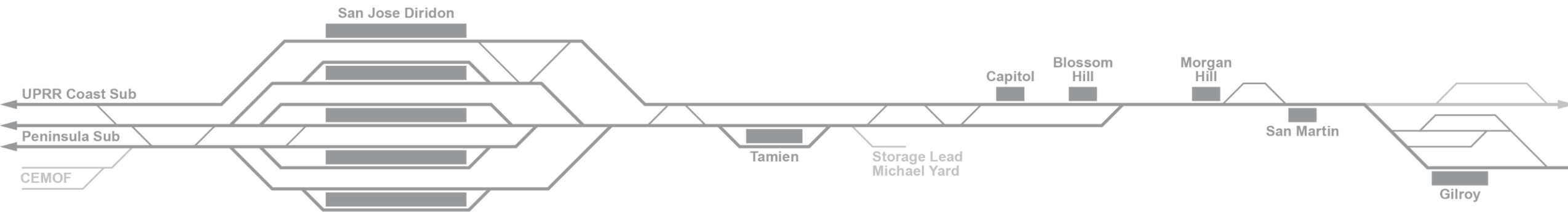
Key Points and Findings

- Work developed in conjunction with Diridon Integrated Station Concept (DISC) Plan - some analysis is still ongoing
- All three Growth Scenarios work within concepts being considered in DISC process
- For Caltrain, the ability to “turn” trains south of Diridon is important and will require investments
- Analysis of “diesel” system including freight and intercity operators (Amtrak, ACE, and CCJPA) IS ongoing
- All findings will be further tested and evaluated through simulation analysis



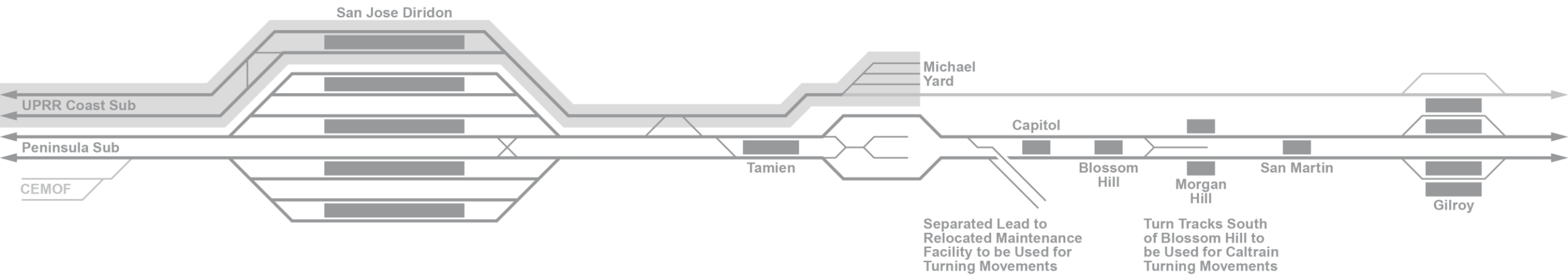
San Jose Terminal Area

Existing Infrastructure



San Jose Terminal Area

Potential Future Infrastructure (Includes changes related to HSR, Diridon Concepts + Potential infrastructure related to Business Plan)



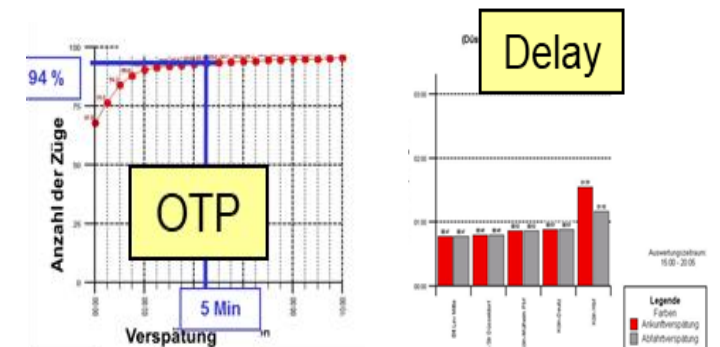
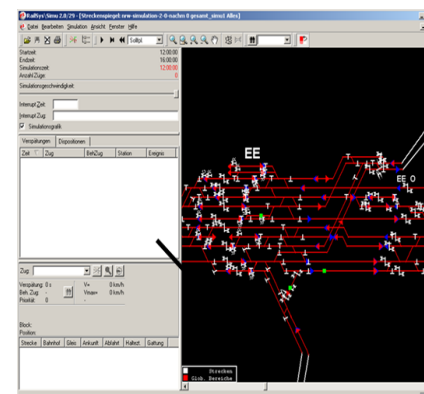
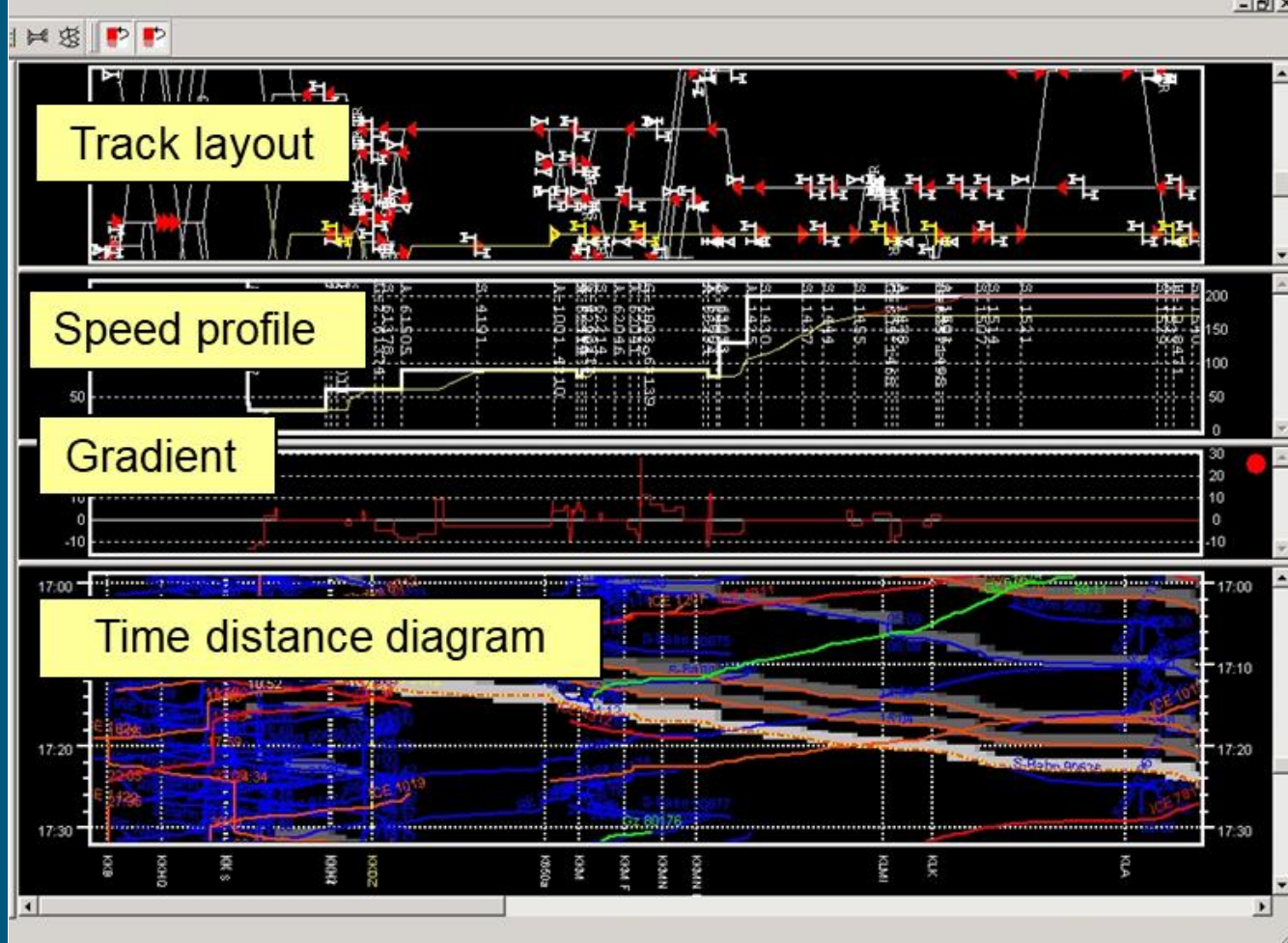
■ UPRR and Diesel Passenger Service Tracks (Analysis Ongoing through DISC Process)



Next Steps: Simulation

Process

- The primary objective for the simulation analysis is to determine whether the simulation model indicates a stable rush-hour operation absent any major disruptions (e.g. track outages or disabled trains) for the three growth scenarios subject to analysis
- Of particular concern is the extent to which the variability of dwells at intermediate stations will affect the ability to deliver the proposed timetables within reasonable on-time performance parameters



Next Steps: Storage & Maintenance Analysis

Process

- Analyze fleet, storage and maintenance needs associated with the fleet requirements for each of the growth scenarios considered
- Understand when and where new investments in storage and maintenance facilities may be required and analyze how these may impact or benefit overall system operations



Next Steps: Explorations

Examples;

- Stopping pattern options and tradeoffs
- Dumbarton service connection in Redwood City
- East Bay run-through service via second Transbay Tube



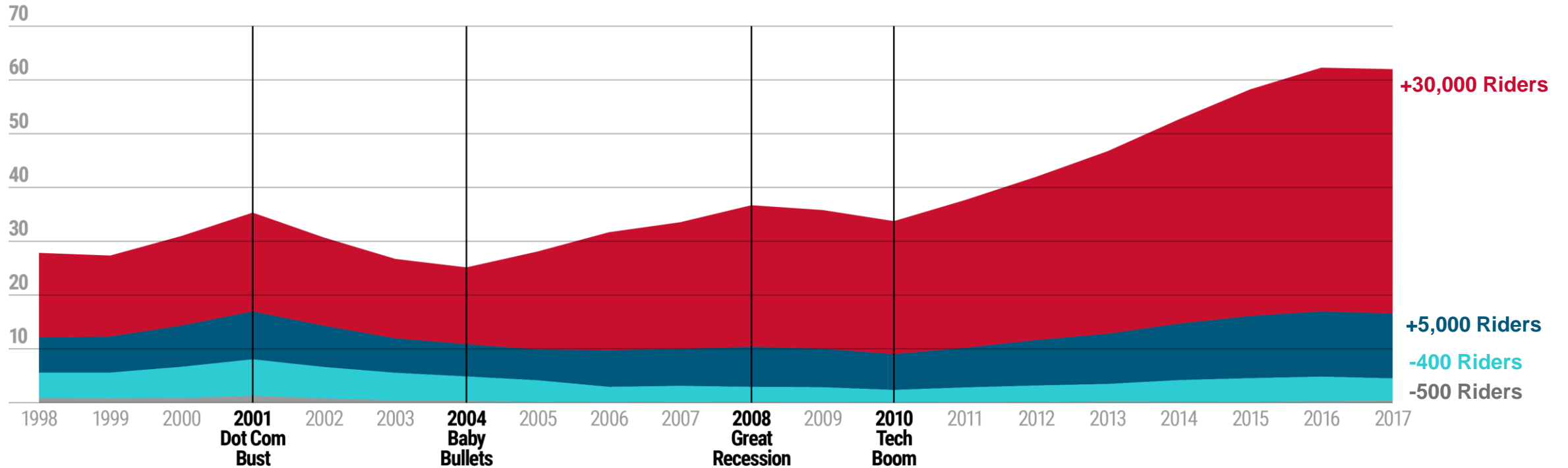


Ridership Forecasts

Ridership Growth Over Time

Change in Ridership (Thousands)

1998 – 2017



Top 8 Stations

4th & King, Millbrae, Hillsdale, Redwood City, Palo Alto, Mountain View, Sunnyvale, San Jose Diridon

Middle 8 Stations

22nd Street, Burlingame, San Mateo, San Carlos, Menlo Park, California Ave, Santa Clara, Tamien

Bottom 8 Stations

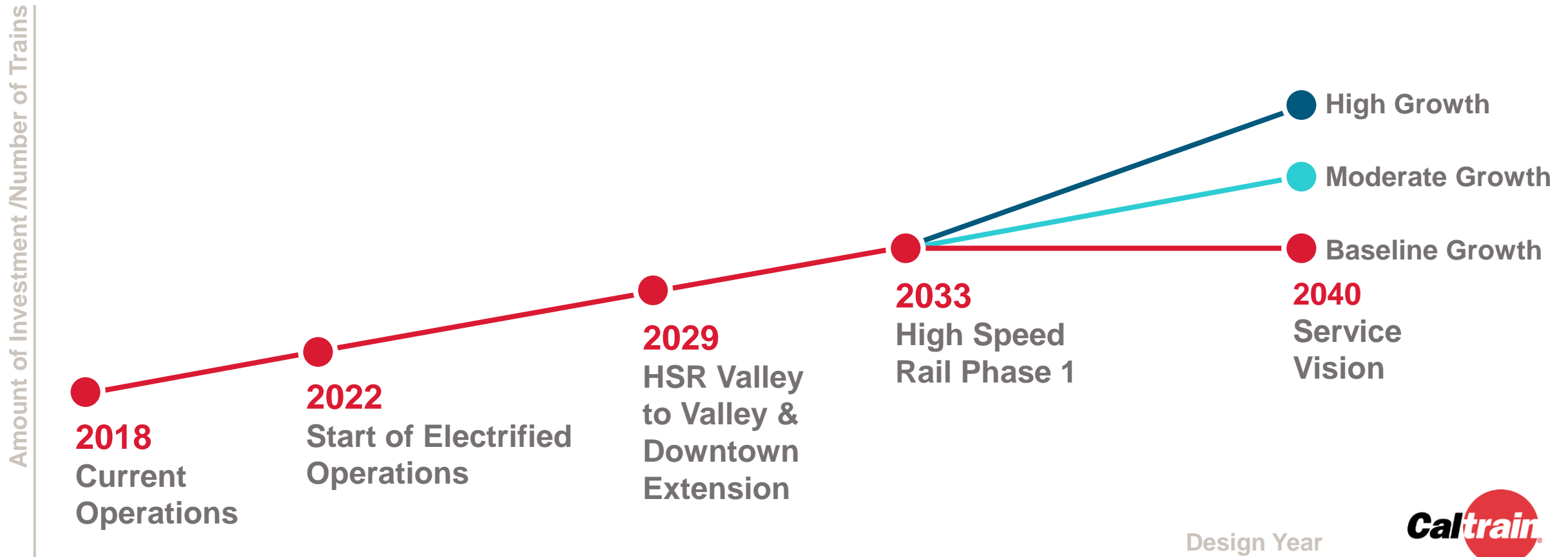
Bayshore, South San Francisco, San Bruno, Hayward Park, Belmont, San Antonio, Lawrence, College Park

Gilroy Service

Capitol, Blossom Hill, Morgan Hill, San Martin, Gilroy

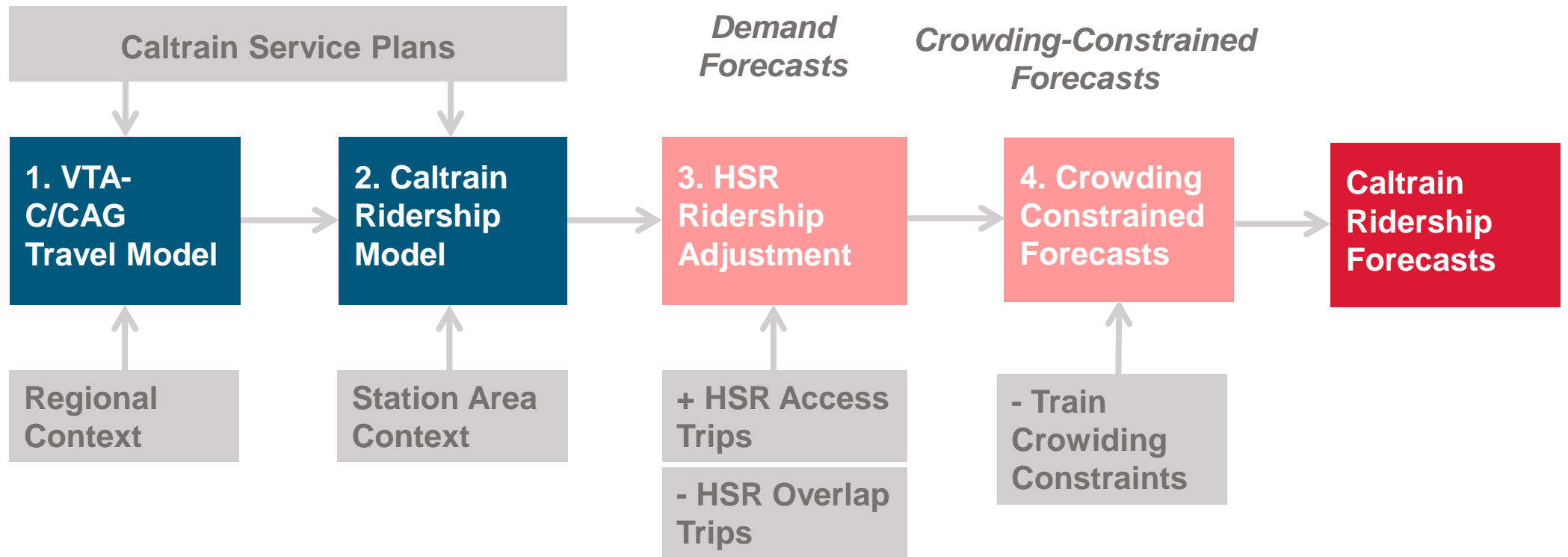


2040 Service Scenarios



Ridership Model Structure

Modeling Process



Modeling Objectives

1. Forecast for changes in regional travel behavior over time

2. Refine Caltrain regional distribution & account for micro travel behavior related to Caltrain

- **Net Effect:** adjusts ridership by station and reduces overall ridership forecast

3. Account for HSR influence on Caltrain ridership

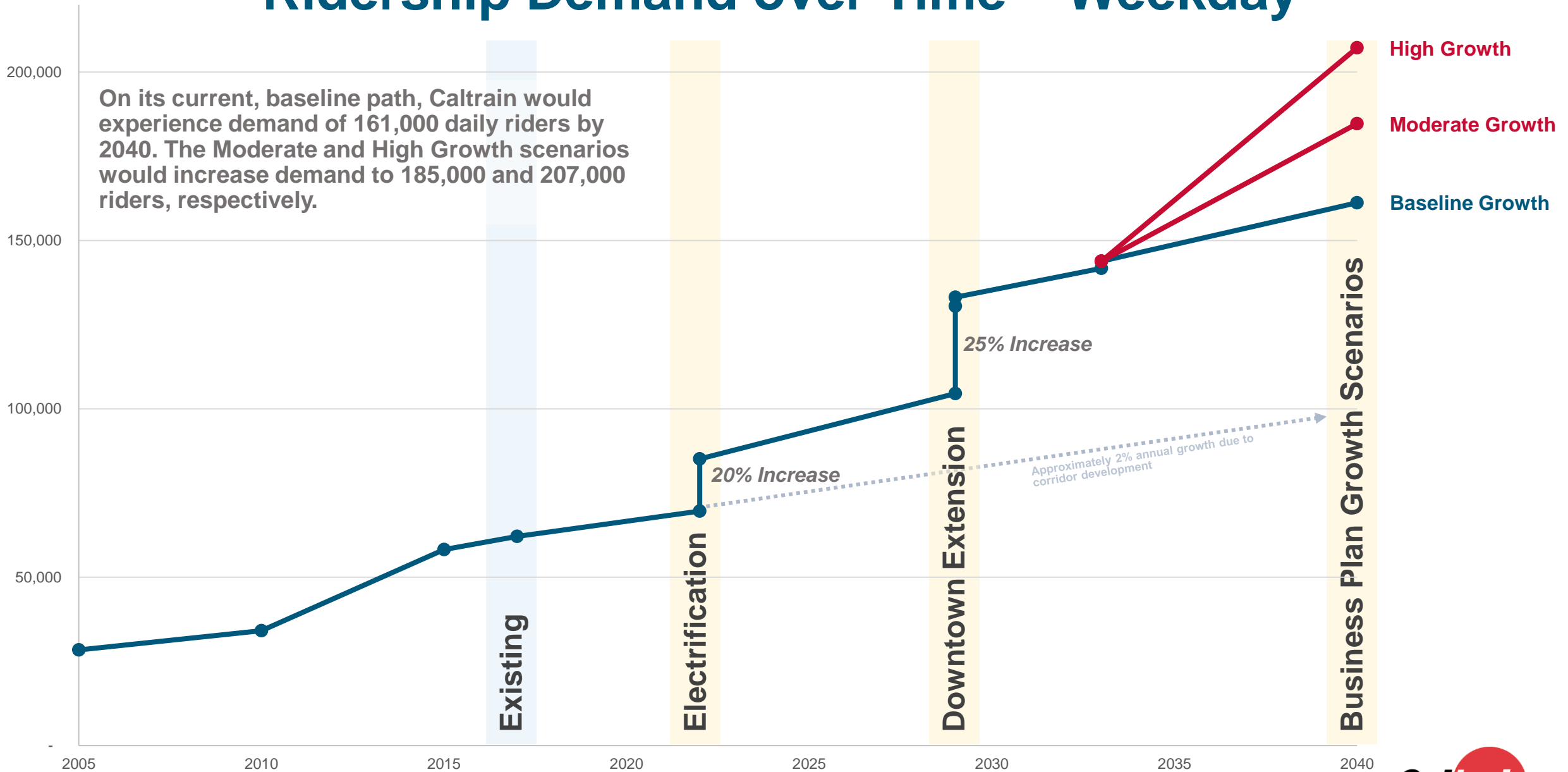
+ **Net Effect:** Subtracts riders on HSR ODs; adds riders as HSR access mode

4. Constrain capacity to a comfortable crowding load of 1.35 at each segment

- **Net Effect:** Decrease overall Caltrain ridership for baseline and moderate growth scenarios

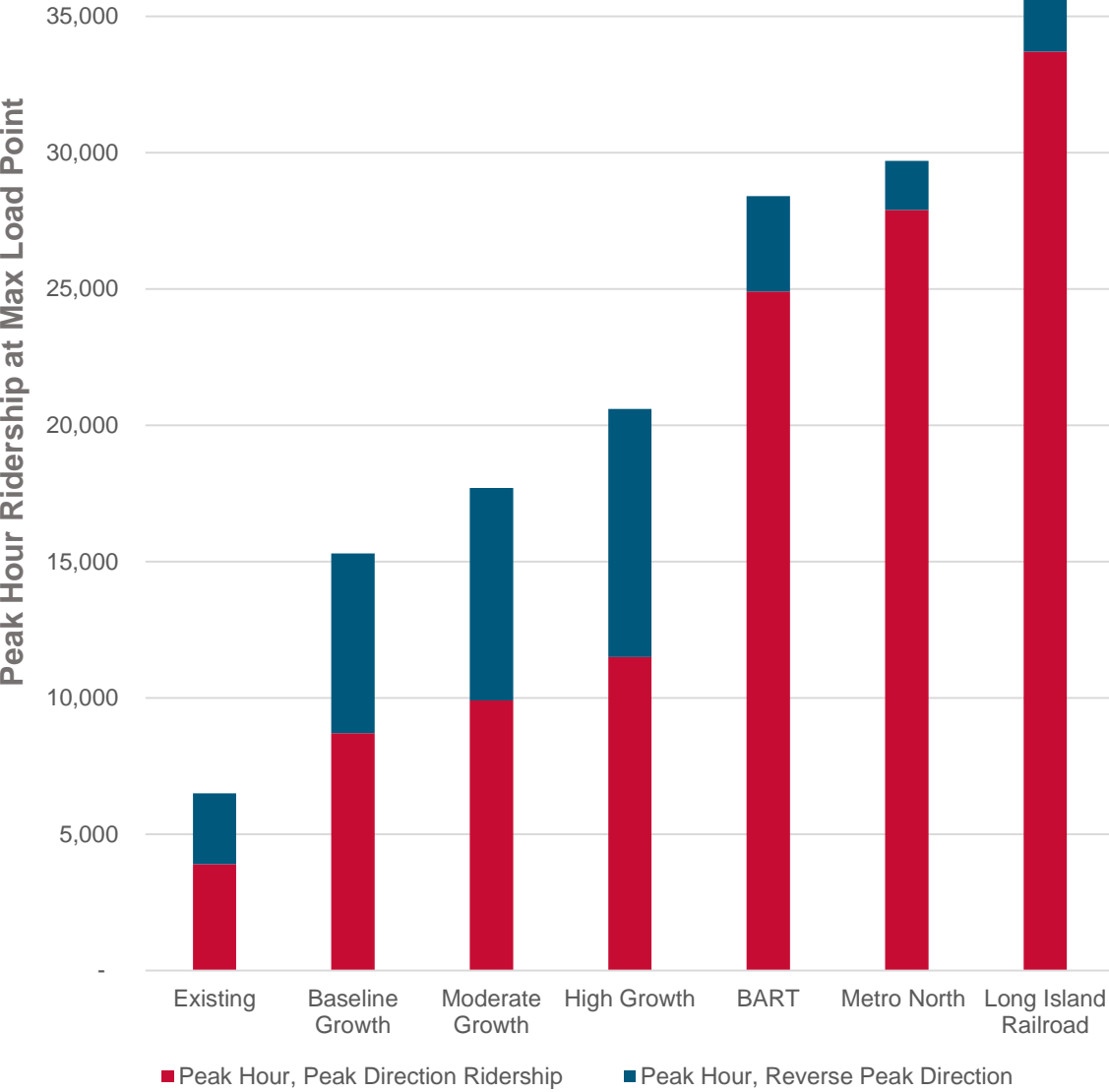


Ridership Demand over Time – Weekday



Peer Comparison: Ridership Demand

Caltrain's 2040 ridership demand is more balanced (directionally and geographically) than peer corridors



System	Daily	Peak Hour, Max Load Point	Peak % - Reverse Peak %	Peak Hour, Peak Direction Max Load Point
Caltrain	Existing	62,000	60% - 40%	3,900
	2040 Baseline	161,000*	57% - 43%*	8,700
	2040 Moderate	185,000*	56% - 44%*	9,900
	2040 High	207,000	56% - 44%	11,500
BART (All Lines)	414,000	28,400	88% - 12%	24,900
Metro North (Harlem & New Haven Lines)	176,000	27,900	94% - 6%	26,200
Long Island Railroad (All Lines)	350,000	35,900	94% - 6%	33,700

*Excludes capacity constraining for Baseline and Moderate

Crowding

How crowded will trains be? Will they still be a competitive choice? Will they be able to serve their full potential market demand?

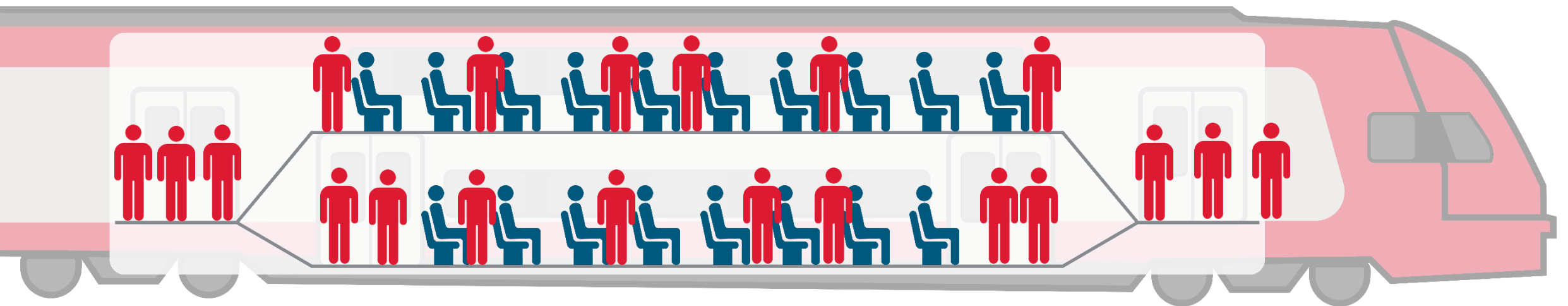
- The underlying ridership model projects demand based on land use and service levels- it does not take comfort and crowding into account
- If Caltrain is highly crowded and uncomfortable will it still be a competitive mode? Is there a portion of future demand that we may not capture if the trains are uncomfortably full?

For the purposes of Business Planning, Caltrain is assuming that it can competitively serve passenger loads of up to 135% of seated capacity during regular service. At higher levels of crowding the service may not be competitive for choice riders and Caltrain may not be able to fully capture potential demand



Train Capacity and Crowding

135% Occupancy – Most are seated and everyone else can stand comfortably

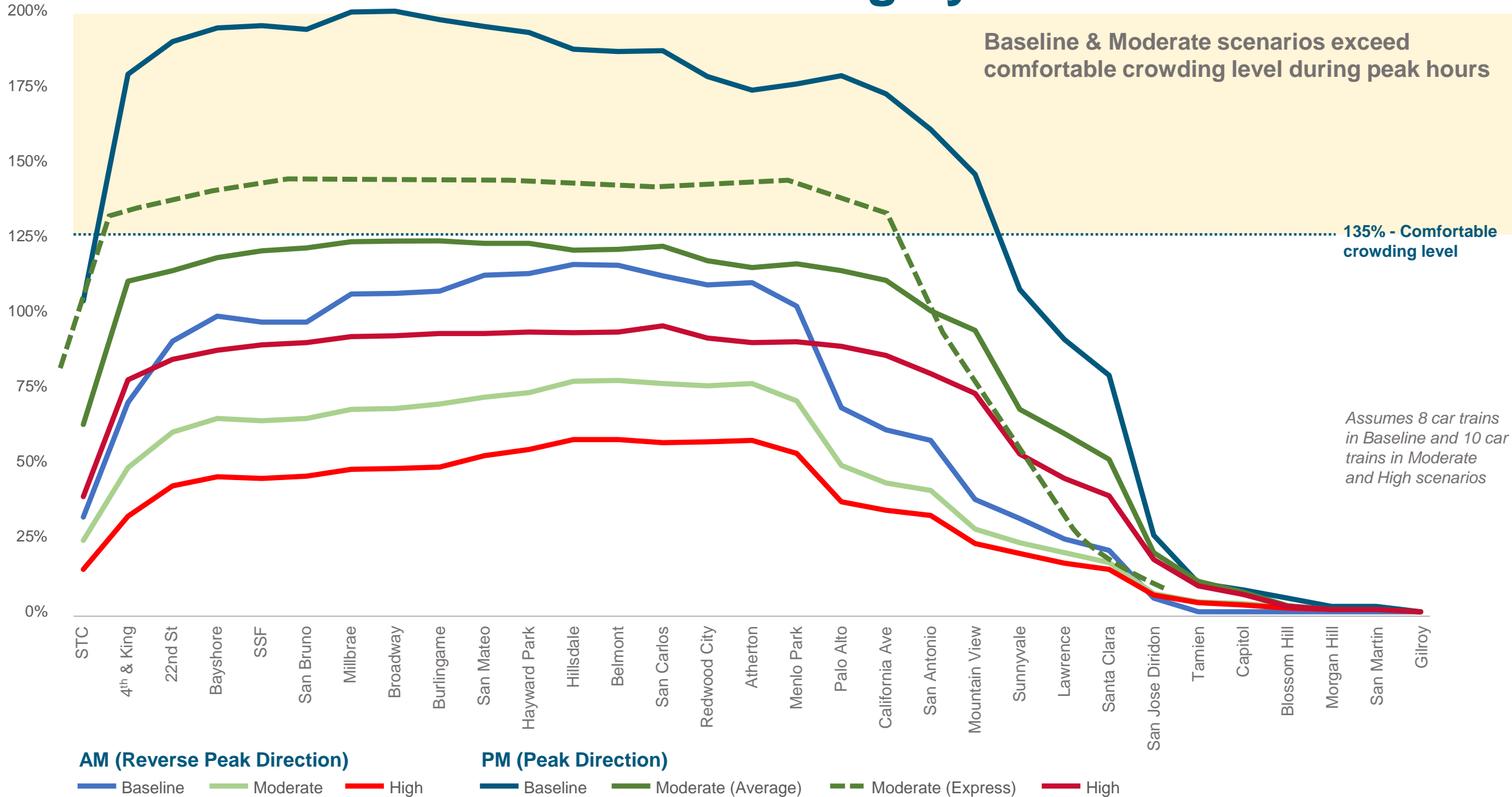


This level of occupancy roughly equates to the planning standard used for commuter rail lines into London and on S-Bahn (commuter) trains in Germany. Depending on the specific train design this level of occupancy generally equates to less than two standees per square meter of space

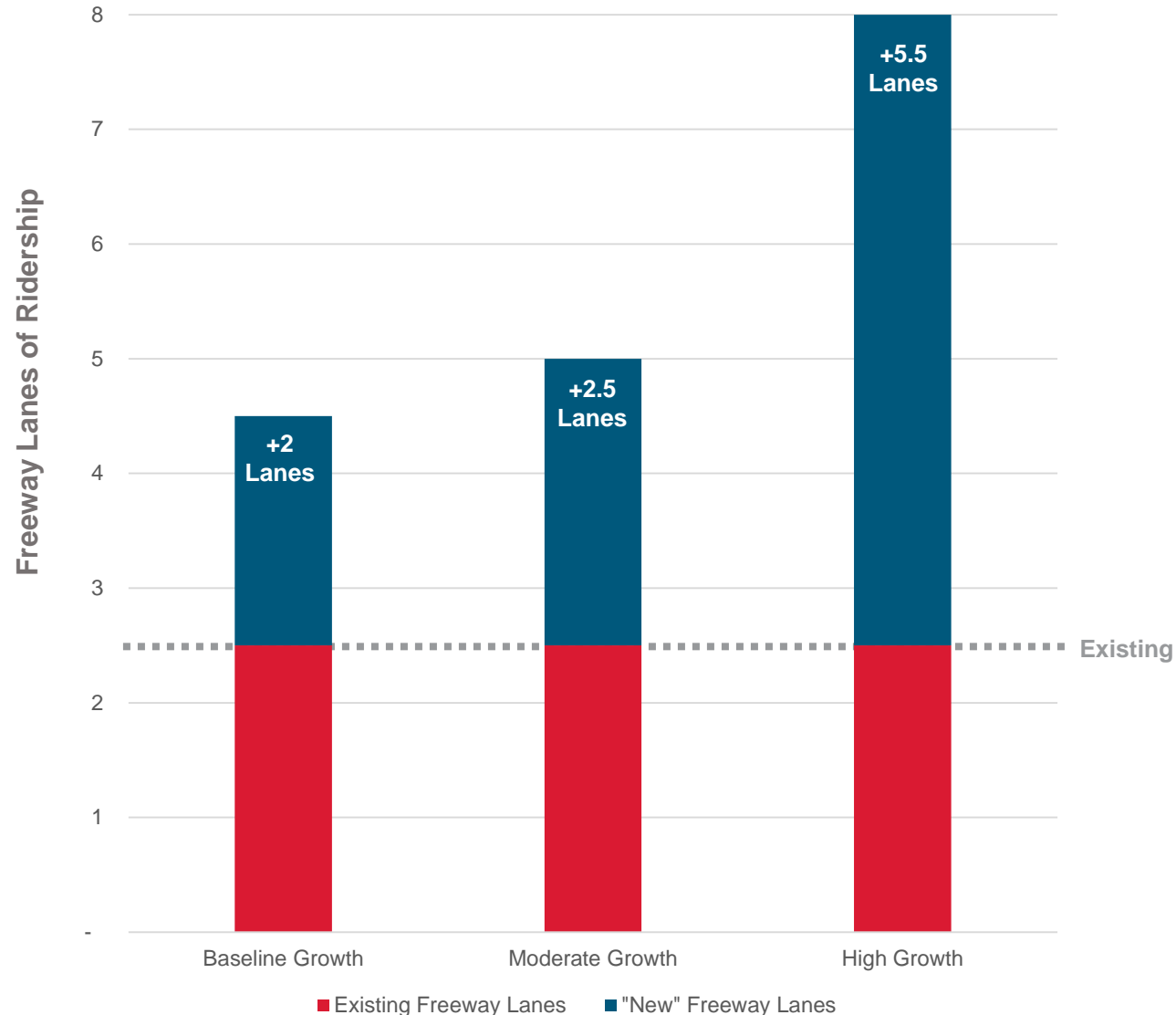
System Forecasts- Constrained for Crowding

Systemwide Boardings: Weekday Ridership				
<i>Model Year</i>	<i>Service Plan</i>	<i>Demand</i>	<i>Capacity Constrained</i>	<i>Notes</i>
2017	5 TPH	62,100	62,100	
2022	5 TPH	69,700	69,700	Electrification increases service and capacity. Combined with the Central Subway, significant latent demand is unlocked within the system. After the completion of DTX, peak Caltrain ridership demand would exceed capacity. Ridership continues to grow during shoulder peak and off-peak periods.
	6 TPH	85,000	85,000	
2029	6 TPH	103,100	103,100	
	6 TPH (+ DTX)	130,600	124,900	
	6 TPH (+ DTX and 2 HSR)	132,900	128,900	
2033	6 TPH (+ 2 HSR)	141,700	135,700	
	6 TPH (+ 4 HSR)	143,800	137,600	
2040	Baseline 6 TPH (+ 4 HSR)	161,200	151,700	
2040	Moderate 8 TPH (+ 4 HSR)	184,800	177,200	Demand for express trains would exceed a comfortable crowding level. While local trains could serve some excess capacity, some riders would choose other modes in lieu of a longer local travel time.
2040	High 12 TPH (+ 4 HSR)	207,300	207,300	Sufficient peak capacity and more connected local service serving off-peak and weekend demand.

2040 Peak Hour Crowding by Scenario



Rider Throughput as Freeway Lanes



Caltrain's peak load point occurs around the mid-Peninsula. Today, Caltrain serves about 3,900 riders per direction during its busiest hour at this peak load point. This is equivalent to 2.5 lanes of freeway traffic.

The **Baseline Growth Scenario** increases peak hour ridership to about 6,400 riders at the peak load point – equivalent to widening US-101 by 2 lanes. Peak hour demand exceeds capacity by about 40%.

The **Moderate Growth Scenario** increases peak hour ridership to about 7,500 riders at the peak load point – equivalent to widening US-101 by 2.5 lanes. Peak hour demand exceeds effective capacity by about 35% due to higher demand for express trains.

The **High Growth Scenario** increases peak hour ridership to over 11,000 at the peak load point – equivalent to widening US-101 by 5.5 lanes. All ridership demand is served.

Assumes 135% max occupancy load





Grade Crossings & Grade Separations

Background

Context

- 42 at-grade crossings on the corridor Caltrain owns between San Francisco and San Jose
- 28 additional at-grade crossings on the UP-owned corridor south of Tamien

At-Grade Crossing by County in Caltrain Territory

- San Francisco: 2 at-grade crossings
- San Mateo: 30 at-grade crossings
- Santa Clara: 10 at grade crossings
(with 28 additional crossings on the UP-owned corridor)

Most of the data shown in this presentation pertains to the Caltrain-owned corridor north of Tamien Station



Background

History

Today, 71 of 113 crossings along the Caltrain corridor have already been separated (63%) and 12 of 30 crossings along the UP corridor have been separated (29%)

The grade separations have been constructed (and reconstructed) at various points during the corridor's 150-year history

Planning for, funding, and constructing grade separations has been a decades-long challenge for the Caltrain corridor



Bayshore Tunnels under construction, 1907

Background

History

The following grade separation projects have been completed since the JPB assumed ownership of the Caltrain Service in 1992;

- Millbrae: Millbrae Ave (1990s)
- North Fair Oaks: 5th Ave (1990s)
- Redwood City: Jefferson Ave (1990s)
- Belmont: Ralston, Harbor (1990s)
- San Carlos: Holly, Britain Howard (1990s)
- San Bruno: San Bruno, San Mateo, Angus (2014)

There is one grade separation project under construction:

- San Mateo: 25th Avenue (estimated 2021 completion)

Funding for Grade Separation provided through San Mateo County's "Measure A" sales tax (1988, 2004) has been instrumental in completing these projects, while dedicated funding has previously not been available in San Francisco or Santa Clara Counties



Background

Regulation

Caltrain understands that the requirement for grade separation set by the current regulatory framework may be out of pace with the ongoing plans and desires of many communities on the corridor

The 2040 “Vision” will consider substantially expanded investment in grade crossing improvements and separations

When is Grade Separation or Closure of a Crossing Required?

Grade crossings are regulated by the Federal Railroad Administration (FRA) and, in California, by the California Public Utilities Commission

Under current regulations, the separation or closure of an at-grade crossing is required in the following circumstances:

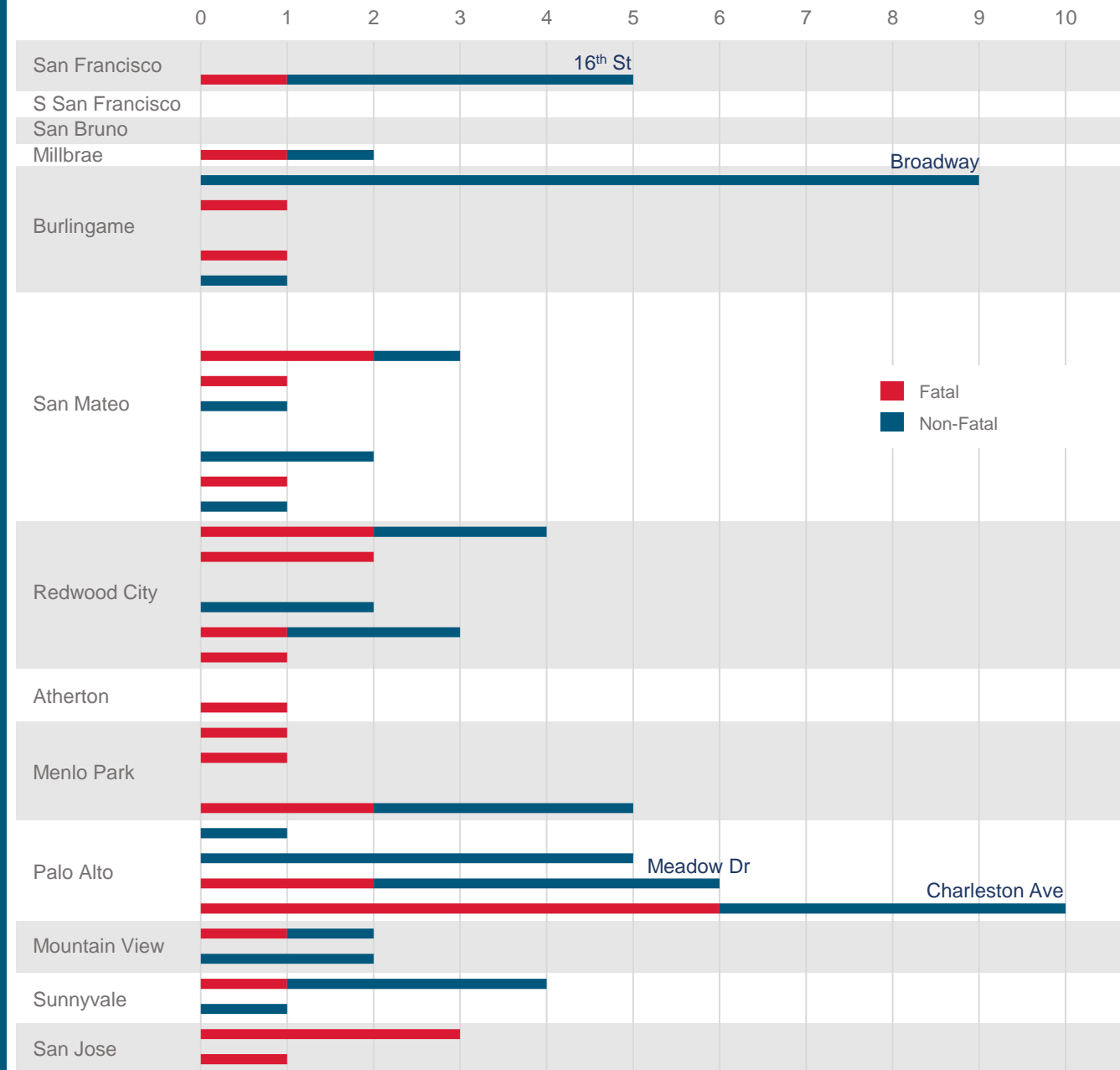
- When maximum train speeds exceed 125 mph (FRA regulation)
- When the crossing spans 4 or more tracks (CPUC guidance interpreted into Caltrain Standards)

Background Safety

Over 80 collisions occurred at Caltrain's grade crossings in the 10 years from 2009-2018. More than 30 of these collisions involved a fatality

- 11 crossings had 0 collisions
- 8 crossings had 4 or more collisions
- 21 crossings had 1 or more fatalities

Collisions at Caltrain Grade Crossings: 2009-2018



Data presented for Caltrain-owned corridor Only. Collision data from FRA reports

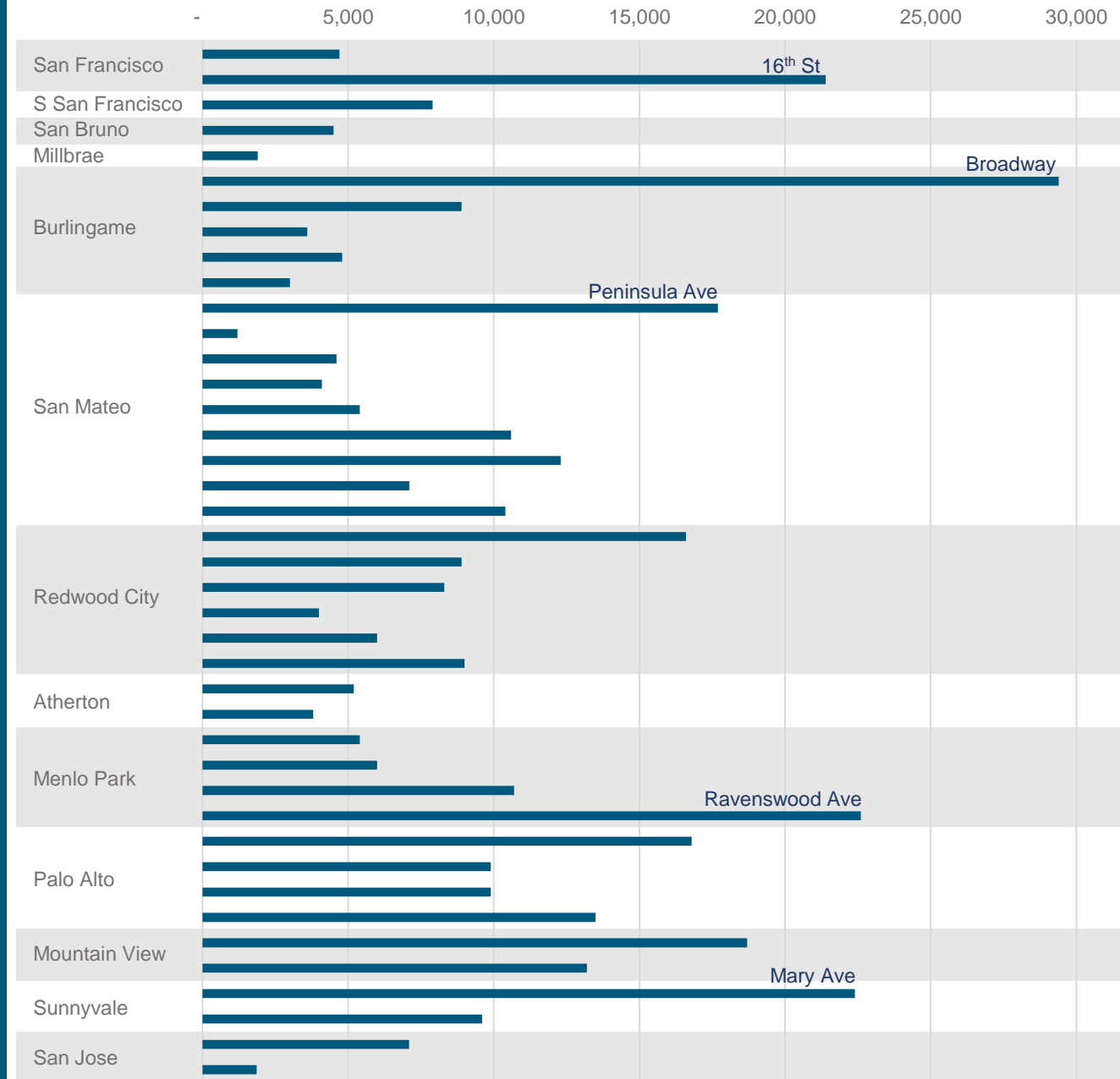
Background

Usage

Today, during a typical weekday, Caltrain's at-grade crossings are traversed by approximately 400,000 cars. This is equivalent to the combined traffic volumes on the Bay Bridge and San Mateo Bridge

The 10 busiest at-grade crossings account for half of all traffic volumes

Existing Daily Traffic Crossing Caltrain Grade Crossings

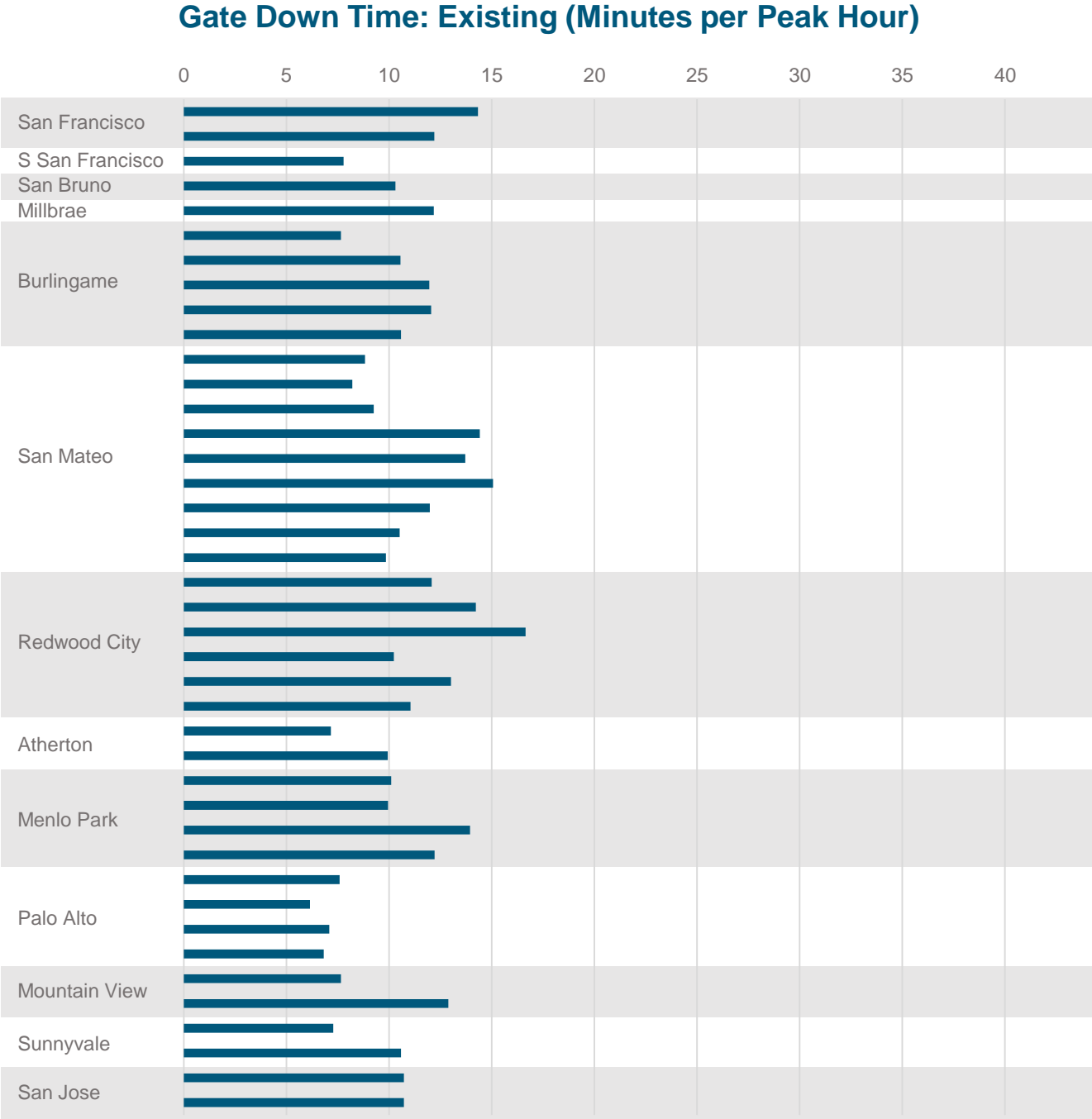


Existing Gate Downtimes

Today, Caltrain's crossing gates are down for an average of about 11 minutes during the peak weekday commute hour. Gate down times range from 6 minutes up to nearly 17 minutes.

Note: Gate downtimes shown reflect the average time crossing gates are down only. Depending on individual crossing and roadway configuration traffic signals may stay red for longer and auto users may experience longer delays

Data presented for Caltrain-owned corridor only.



2040 Gate Downtimes

In 2040, projected crossing gate down times vary by scenario. This evaluation does not take into consideration planned or potential grade separations

Gate Down Time by Scenario

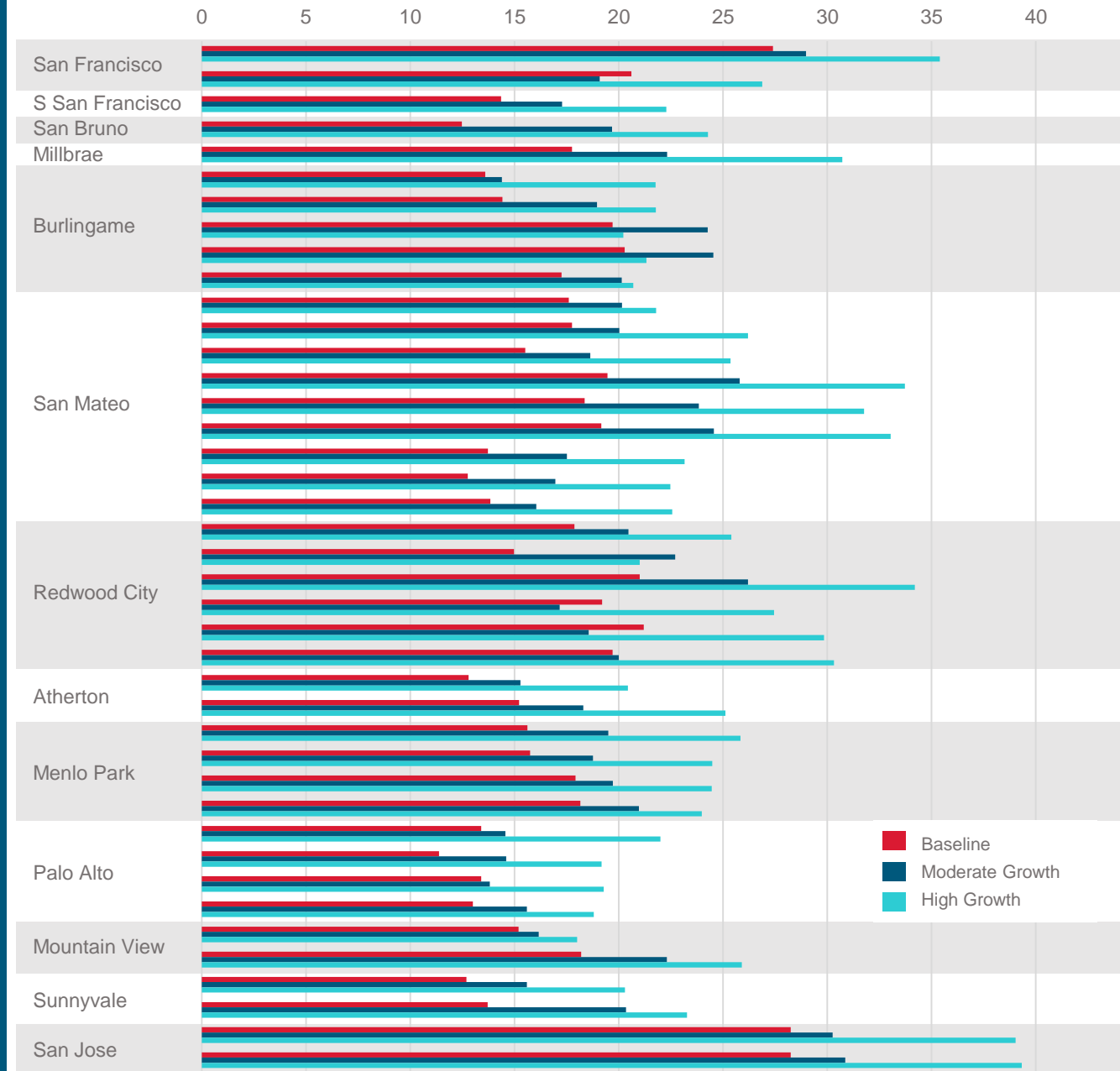
	Shortest	Average	Maximum
Baseline	11	17	28
Moderate	14	20	31
High	18	25	39

Minutes per Peak Hour

Note: Gate downtimes shown reflect the average time crossing gates are down only. Depending on individual crossing and roadway configuration traffic signals may stay red for longer and auto users may experience longer delays

Data presented for Caltrain-owned corridor only.

Estimated Gate Down Time: 2040 (Minutes per Peak Hour)



What Total Investment is Needed in Grade Separations?

The purpose of this analysis is to generate a defensible estimate of the overall financial investment in grade separations that might be needed to support different levels of future train service in the corridor

Understanding the total financial need is an essential part of developing a “business case” for increased Caltrain service – it is required to fairly represent and align the potential costs of new service with the benefits claimed

This work is not an attempt to redefine standards for grade separation nor is it intended to prescribe individual treatments or outcomes at specific crossings

Weighing the Cost of Grade Crossing Improvements

Purpose

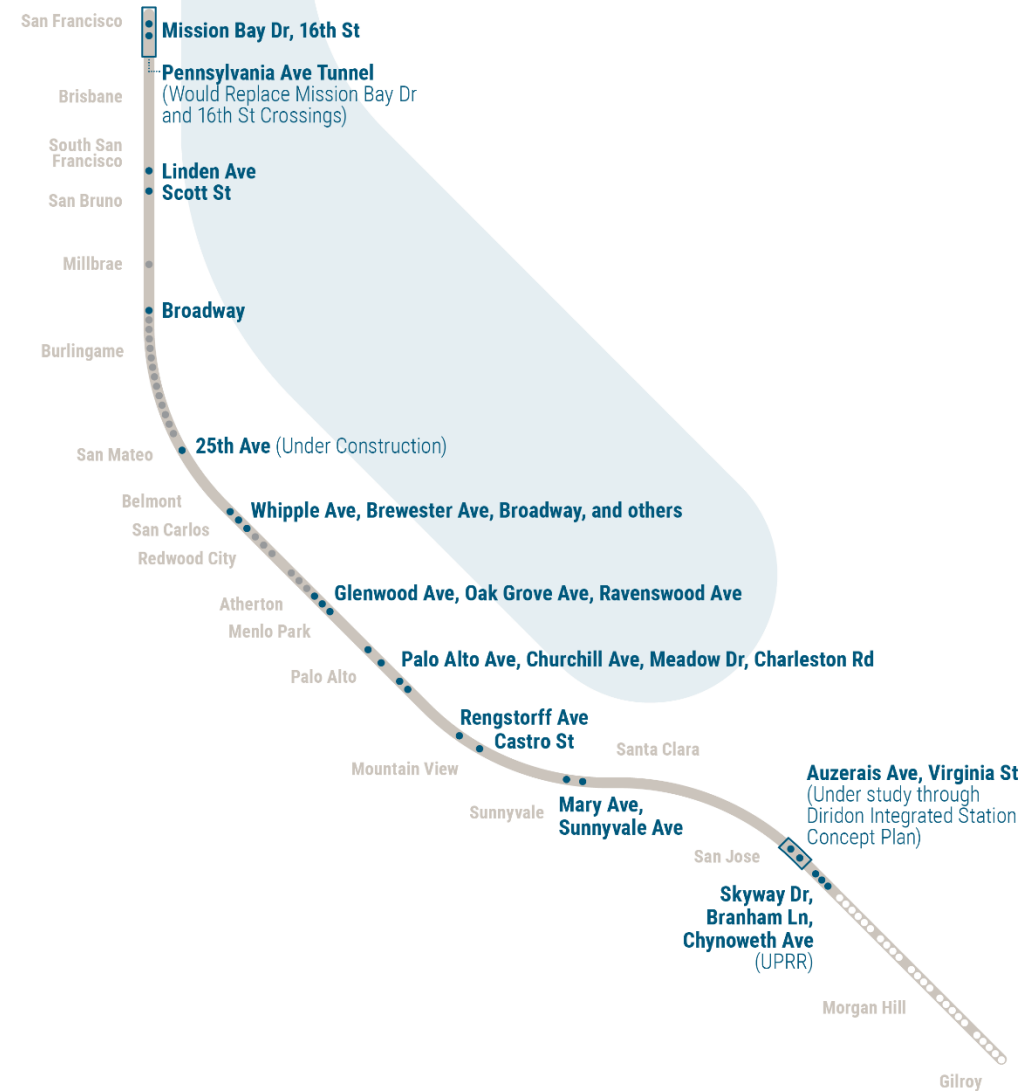
- Ensure that the overall capital costs developed for each service scenario include a reasonable level of **total, corridor wide** investment in grade separations and grade-crossing improvements

Overall Methodology

- Review and utilize and City-led plans for each grade separations or closures
- Develop generic investment types and costs for crossings where no plans are currently contemplated
- Develop ranges of potential investment costs varied by:
 - Service Scenario
 - Intensity of investment (low, medium, high)

City Studies, Plans and Projects

- Many cities along the corridor are actively planning or considering grade separations
- Each of these represents a major community effort to plan a significant and impactful project
- These projects, including their estimated and potential costs (as available), have been incorporated into the Business Plan



Building Ranges of Investment

Variation by Service Scenario

The potential need and desire for grade separations and grade crossing improvements is significant across all scenarios.

The details of potential investments will vary between scenarios based on the location and extent of 4-track segments as well as the amount of gate downtime projected

Key Variables between Scenarios

Estimated Number of Crossings in 4-Track Segments*

- Baseline : 0
- Moderate: 2
- High: 12

Estimated Gate Downtime Ranges

- Baseline: 11 – 28
 - Moderate: 14 – 31
 - High: 18 – 39
- Minutes per Peak Hour*

**A range of options are discussed for potential 4-track segments within the Moderate and High Growth service scenarios. Number of crossings impacted by 4-track segments are indicative estimates only and subject to variation based on more detailed design and feasibility studies*



Union Pacific Corridor (Tamien to Gilroy)

Caltrain does not own the Union Pacific Corridor

Plans for expanded service on this corridor are relatively new and still in flux. HSR will be the predominate user of the corridor and the details of potential future train volumes are highly dependent on HSR's future plans

For Business Planning purposes, Caltrain has proposed carrying a single general allocation cost to capture the need for grade crossing improvements on this corridor. This allocation assumes estimated costs for City-planned separations in San Jose as well as potential additional investments throughout the UP corridor

Legal Minimum

- Quad gates at all crossings
- Total costs = approx. \$28M

Recommended Approach for Business Planning

- City planned separations at Skyway Dr, Branham Ln, and Chynoweth Ave
- Two additional separations
- 3 mitigated closures
- Quad gates at remaining crossings
- Total cost = approx. \$1.4B

This estimate of need can be updated in conjunction with VTA and corridor cities as HSR's plans for the corridor are further solidified



Potential Planning Level Grade Crossing Cost Estimates: Low

	Type	Baseline Growth	Moderate Growth	High Growth
Total Corridor Wide Cost Estimate for Crossings	Auto	\$8.4B	\$8.6B	\$9.6B
	Bike / Ped	\$140M	\$140M	\$140M
	Total	\$8.5B	\$8.7B	\$9.7B
Investments on JPB-owned Corridor	Quad Gates & Safety Improvements	14	14	10
	Mitigated Closure	3	3	6
	Grade Separation	24	24	25
Investments on UP-owned Corridor	Quad Gates & Safety Improvements	20	20	20
	Mitigated Closure	3	3	3
	Grade Separation	5	5	5

Builds on and accounts for costs associated with all City-led separation and closure plans

Potential Planning Level Grade Crossing Cost Estimates: Medium

	Type	Baseline Growth	Moderate Growth	High Growth
Total Corridor Wide Cost Estimate for Crossings	Auto	\$8.7B	\$8.9B	\$10.1B
	Bike / Ped	\$140M	\$140M	\$140M
	Total	\$8.8	\$9.0B	\$10.2B
Investments on JPB-owned Corridor	Quad Gates & Safety Improvements	12	11	6
	Mitigated Closure	4	5	8
	Grade Separation	25	25	27
Investments on UP-owned Corridor	Quad Gates & Safety Improvements	20	20	20
	Mitigated Closure	3	3	3
	Grade Separation	5	5	5

Builds on and accounts for costs associated with all City-led separation and closure plans

Potential Planning Level Grade Crossing Cost Estimates: High

	Type	Baseline Growth	Moderate Growth	High Growth
Total Corridor Wide Cost Estimate for Crossings	Auto	\$8.9B	\$9.8B	\$11.0B
	Bike / Ped	\$140M	\$140M	\$140M
	Total	\$9.0B	\$9.9B	\$11.1B
Investments on JPB-owned Corridor	Quad Gates & Safety Improvements	10	5	0
	Mitigated Closure	5	8	11
	Grade Separation	26	28	30
Investments on UP-owned Corridor	Quad Gates & Safety Improvements	20	20	20
	Mitigated Closure	3	3	3
	Grade Separation	5	5	5

Builds on and accounts for costs associated with all City-led separation and closure plans

Next Steps on Grade Separations

There is a significant body of work remaining to address the issue of at grade crossings in the Caltrain corridor

Caltrain plans to continue advancing a corridor wide conversation regarding the construction, funding and design of grade separations while continuing to support the advancement of individual city-led projects

Within the Business Plan

- Incorporate grade crossing investment estimates into overall corridor costing and business case analysis
- Continue peer review of corridor wide grade separation case studies and examples

Beyond the Business Plan

- Develop corridor wide grade separation strategy, potentially addressing;
 - Risk assessment and prioritization factors
 - Construction standards and methods
 - Project coordination and sequencing
 - Community resourcing and organizing
 - Funding analysis and strategy

For individual City projects

- Continue working with cities and county partners to support advancement of individual grade separation plans and projects

Outreach Activities to Date

July 2018 – April 2019 Timeline

	2018 July	Aug	Sept	Oct	Nov	Dec	2019 Jan	Feb	Mar	Apr
Local Policy Maker Group	●	●	●		●	●		●	●	●
City/County Staff Coordinating Group	●	●	●		●	●		●	●	●
Project Partner Committee	●	●	●	●	●	●	●	●	●	●
Community Jurisdiction Meetings (One Per Jurisdiction)			●	●	●				●	●
Stakeholder Advisory Group				●			●			●
Partner General Manager				●			●			●
Website & Survey Launch					●					
Community Meetings (SPUR SJ & SF, Friends of Caltrain, Reddit TownHall)					●		●	●	●	
Sister Agency Presentations (SFCTA, SF Capital Planning, TJPA, SamTrans, SMCTA, CCAG, VTA, MTC)					●	●	●	●	●	●

Outreach Activities to Date

July 2018 – April 2019 by the Numbers

Stakeholders Engaged

21

Jurisdictions

26

Public Agencies

113

Stakeholder Meetings

93

Organizations in Stakeholder Advisory Group

Public Outreach

30

Public Meetings and Presentations

1,000+

Survey Responses

8,500+

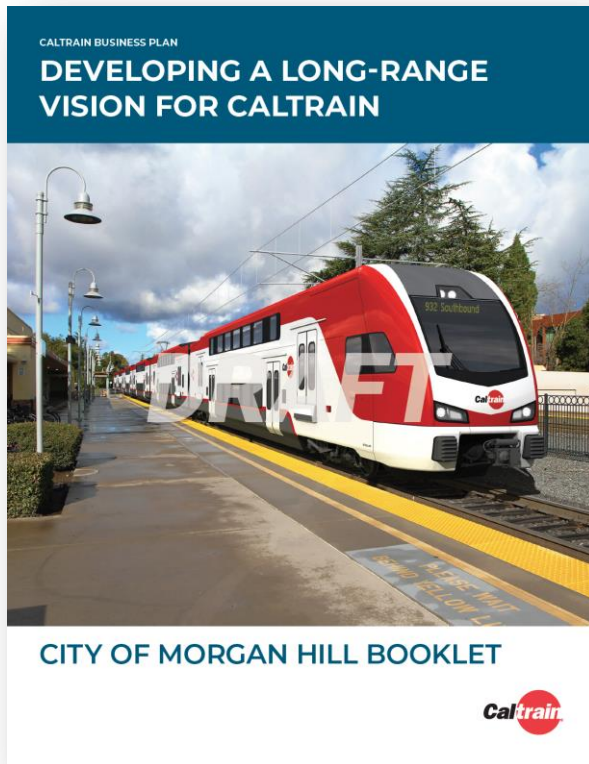
Website Hits

27,000

Social Media Engagements

Engagement with Local Jurisdictions

Individual Meetings and Individualized Materials for 21 Local Jurisdictions



Next Steps

Next Steps

Over the next two months the Business Plan team is working to complete a full set of draft materials to support Board consideration and adoption of a 2040 Service Vision

Following Board designation of a long range “Service Vision” staff will work to complete a full Business Plan document by the end of 2019

Ongoing Analysis

- Capital costing and Operations and Maintenance Analysis
- Economic analysis and benefits calculations
- Organizational assessment
- Community Interface documentation and peer case studies

Upcoming Milestones

- Major Board Workshop in July to review expanded set of materials and discuss recommended “Service Vision”
- Subsequent adoption of Service Vision in August timeframe pending Board discussion and stakeholder feedback

FOR MORE INFORMATION

WWW.CALTRAIN.COM



**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board
THROUGH: Jim Hartnett
Executive Director
FROM: John Funghi
Chief Officer, CalMod Program
SUBJECT: **AUTHORIZE AMENDMENT TO ON-CALL ELECTRIFICATION SUPPORT SERVICES
CONTRACT FOR THE PENINSULA CORRIDOR ELECTRIFICATION PROJECT**

ACTION

Staff Coordinating Council recommends the Board:

1. Approve an amendment to contract with Gannett Fleming Transit and Rail Systems (Gannett Fleming) to increase the contract total amount by \$12 million from \$48,203,400 to \$60,203,400, a 25 percent increase, for On-Call Electrification Support Services for the Peninsula Corridor Electrification Project (PCEP).
2. Authorize the Executive Director, or his designee, to execute an amendment to the contract with Gannett Fleming in a form approved by legal counsel.

SIGNIFICANCE

Approval of the above actions will ensure uninterrupted services for tasks related to providing electrification support services for PCEP, such as:

- Design-Build Electrification Contract Project Management
- Electrification Systems Integration/Coordination
- Electrification Technical Support
- Tunnel Modification Contract Support
- Right of Way Engineering and Survey Support

BUDGET IMPACT

The services to be provided pursuant to the contract amendment will be performed under Work Directives (WDs) issued on an on-call, as needed basis. Gannett Fleming primarily provides services for the PCEP project and projects related to PCEP. As a result, Gannett Fleming's services are budgeted under the PCEP budget. The WDs will be funded from contingency and do not impact the approved PCEP budget. The PCEP contingency fund balance remains above the minimum Federal Transit Administration's recommended levels.

BACKGROUND

In April 2014, the Board of Directors (Board), pursuant to Resolution 2014-24, awarded a contract to Gannett Fleming for a six-year base term in an amount of \$38,575,000, with up to two, 2-year option terms for a total aggregate not-to-exceed amount of \$3,341,000, and contingency authority of up to 15 percent of the total Board-authorized contract amount to address unanticipated tasks assigned under authorized WDs.

The option terms have been exercised bringing the contract total to \$48,203,400 (including \$6,287,400 in contingency authority). The contract is set to expire in April 2024.

Gannett Fleming acts as the Peninsula Corridor Joint Powers Board's (JPB's) project manager and technical expert providing support for PCEP procurement, design, construction, testing, commissioning, safety, warranty and related systems integration matters. The contract includes coordination and support for the Caltrain Modernization Program (CalMod) Program Management team on planning and scheduling, risk management, project cost estimating, contract administration, document control, and quality control and assurance for complex CalMod projects. Gannett Fleming primarily provides services for the PCEP project and projects related to PCEP.

Based on Gannett Fleming's current level of effort, the contract total of \$48,203,400 will be expended by June 2019, which is nine months earlier than the completion date of April 2020 for the six-year base contract term. The contract amount will be expended earlier than anticipated because the JPB underestimated the level of effort required from Gannett Fleming to oversee the design-build contractor's design and construction work. Additionally, the design-build contractor is currently reporting an overall delay to substantial completion, which will require extended support from Gannett Fleming for design and construction oversight.

An increase of \$12 million from \$48,203,400 to \$60,203,400 in contract authority is therefore needed for Gannett Fleming to perform electrification support services to bring PCEP to completion. Increasing the contract total will not obligate the JPB to purchase any specific level of service from Gannett Fleming as WDs are issued on a project and as-needed basis.

The performance of Gannett Fleming to date has been satisfactory and in accordance with the requirements of the contract.

Project Manager: Liria Larano, Deputy Chief, CalMod

650.508.7976

RESOLUTION NO. 2019-

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

* * *

**AUTHORIZING AMENDMENT OF CONTRACT WITH GANNETT FLEMING TRANSIT AND
RAIL SYSTEMS FOR ON-CALL ELECTRIFICATION SUPPORT SERVICES FOR
THE PENINSULA CORRIDOR ELECTRIFICATION PROJECT
TO INCREASE THE CONTRACT TOTAL AMOUNT BY \$12,000,000**

WHEREAS, pursuant to Resolution No. 2014-24, the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) awarded a contract for on-call electrification support services to Gannett Fleming Transit and Rail Systems (Gannett Fleming) for a six-year base term in an amount of \$38,575,000, with up to two, 2-year option terms in an amount of \$3,341,000, including contract authority of up to 15 percent of the total Board-authorized contract amount to address unanticipated tasks; and

WHEREAS, due to unforeseen delays, additional electrification support services are now needed for the Peninsula Corridor Electrification Project, but were not anticipated at the time of solicitation issuance and contract award; and

WHEREAS, the Staff Coordinating Council recommends, and the Executive Director concurs that the Board authorize an amendment to the contract with Gannett Fleming to increase the contract total amount by \$12,000,000 from \$48,203,400 to a new contract total amount of \$60,203,400, with the understanding that increasing the contract total will not obligate the JPB to purchase any specific level of service from Gannett Fleming, as services are provided on an as-needed basis; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Joint Powers Board hereby authorizes an amendment to the contract with Gannett Fleming Transit and Rail Systems to increase the contract total amount by \$12,000,000 from \$48,203,400 to a new contract total amount of \$60,203,400; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director, or his designee, to execute an amendment to the contract with Gannett Fleming in a form approved by legal counsel.

Regularly passed and adopted this 2nd day of May, 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

FROM: Jim Harnett
Executive Director

Michelle Bouchard
Chief Operating Officer

Derek Hansel
Chief Financial Officer

SUBJECT: FISCAL YEAR (FY) 2020 PRELIMINARY OPERATING BUDGET AND THE
FY2020 PRELIMINARY CAPITAL BUDGET

ACTION

This report is submitted for informational purposes only. A presentation will be made during the Board meeting on May 2, 2019. No Board action is requested at this time. At the June 6, 2019 meeting, the Peninsula Corridor Joint Powers Board (JPB) staff will present a final FY20 budget proposal for Board consideration and adoption.

SIGNIFICANCE

In the development of the Fiscal Year FY20 Preliminary Budget, staff has attempted to address a number of issues that continue to challenge the ability to achieve structural balance. These include increasing costs for “baseline” service, costs associated with legal mandates (including Positive Train Control), risks associated with certain uncontrollable expenses (including fuel), and Caltrain’s lack of a dedicated non-fare revenue stream. These challenges are exacerbated by member funding which has, over the past several years, not been able to keep up with the demands of the system, and by a system operating at capacity during peak hour periods, which materially limits Caltrain’s flexibility to address its challenges through service modification.

The Preliminary Operating Budget, outlined in the attached document, makes a number of hard choices. Service levels in the Preliminary Operating Budget remain unchanged from the current service levels. On the revenue side, we have included increased fare revenue associated with the fare increases adopted by the Board in August 2017 (the last of which was the GoPass increase effective January 2019), as well as an assumption of 1.65% ridership growth (which is consistent with longer-term trends, but may be challenging to achieve). On the expense side of the budget, a number of costs are projected to increase due to inflation and contractual requirements. Operating costs associated with PTC implementation are projected to increase by approximately \$1.0 million from the FY19 Budget – this will likely increase substantially in FY21. Position additions in the Preliminary budget total 2.62 FTEs – this additional cost is largely offset by a decrease in the fringe benefit rate. Use of contract

resources, both for specific projects as well as seconded staff, is projected at a 20% decrease from the FY19 forecast and budget. The budget includes an assumption of stable diesel fuel prices, and assumes that the need to reserve for insurance claims remains relatively modest.

Assuming no increase in operating funding contributions from the JPB members, this would leave a projected budget deficit of approximately \$7.0 million. As discussed with the Board last year, staff had laid out a strategy of increased member agency investments over a two year period. Initial indications are that the members will be able to provide operating funding of approximately \$29.9 million, which would leave a projected deficit of \$2.5 million. Staff will be working over the next few weeks to develop gap closing proposals that will lead to the presentation of a balanced budget at the Board's June 6, 2019 meeting. This will likely include some draw on the Revenue Stabilization Fund created by the Board in June 2018.

On the capital budget, we are proposing that member funding be maintained at \$22.5 million in aggregate (\$7.5 million per member). This maintained level allows us to do a certain level of critical work relative to rolling stock "state-of-good-repair" that has been deferred for a number of years; nonetheless, it is important to note that even with this funding our capital budget falls well short of desired levels in these critical areas. If capital funding for members were dropped to the FY18 levels, it would not be possible to do this work, which we believe could impact system-wide performance levels.

This is an exciting period in the evolution of Caltrain, and we have many positive things on which we are working and to which we look forward. This Preliminary budget is an important step along the way towards that future, and we look forward to a robust discussion of the budget and how Caltrain will continue to serve as a critical mobility asset for the Peninsula and the broader San Francisco Bay region.

BUDGET IMPACT - CALTRAIN'S OPERATING BUDGET

Please refer to Attachment A – FY20 Preliminary JPB Financial Statement- Comparative Budgets

A comparative schedule of the FY20 Preliminary Operating Budget shows the FY18 Actual, FY19 Revised Budget, FY19 Forecast and the FY20 Preliminary Budget

The line numbers for each revenue and expense item refer to the corresponding line numbers on Attachment A

Following is a description of the sources of revenue for PCJPB.

Fiscal Year 2020 Revenue Projections

Total revenues for FY20 are projected at \$155.1 million, an increase of \$8.0 million or 5.4% over the FY19 Forecast.

Revenue from Operations for FY20 is projected at \$118.0 million, an increase of \$2.7 million or 2.3% over the FY19 Forecast. The revenue from Operations accounts for 76.1% of total revenue.

Revenue from Contributions for FY20 is projected at \$37.1 million, an increase of \$5.3 million or 16.6 % higher than the FY19 Forecast.

REVENUE FROM OPERATIONS

Line 1 Farebox Revenue

Farebox revenue includes fare receipts collected directly from rail passengers or through pass sales.

Description	FY2018 ACTUAL	FY2019 REVISED BUDGET	FY2019 FORECAST	FY2020 PRELIMINARY	Change FY19 Forecast to FY20 Prelim	% Change FY19 Forecast to FY20 Prelim
Caltrain Fares	79,211,206	87,297,684	81,765,000	82,950,000	1,185,000	1.4%
GoPass	17,838,989	20,497,645	21,735,000	23,050,000	1,315,000	6.1%
Farebox Revenue	97,050,195	107,795,329	103,500,000	106,000,000	2,500,000	2.4%

Total Farebox Revenue is estimated to increase by \$2.5M in FY20 from the FY19 Forecast. The Go Pass rate was increased from \$237.50 per year per eligible user to \$285 in January 2019. That increase will annualize in FY20, increasing Farebox Revenue by an estimated \$1.0 million. Total ridership is assumed to increase in FY20 by 1.65% which will increase Farebox Revenue by an estimated \$1.5 million from the FY19 Forecast.

Line 2 Parking Revenue

Parking revenue is generated from fees at parking lots at various passenger stations and from a parking lot located at the SAP Center adjacent to the San Jose Diridon station. For FY20 there are no increases currently proposed for the monthly parking pass. The last parking rate increase went into effect October 2017. Parking revenue for FY20 Preliminary budget is projected to be the same as the FY19 Forecast.

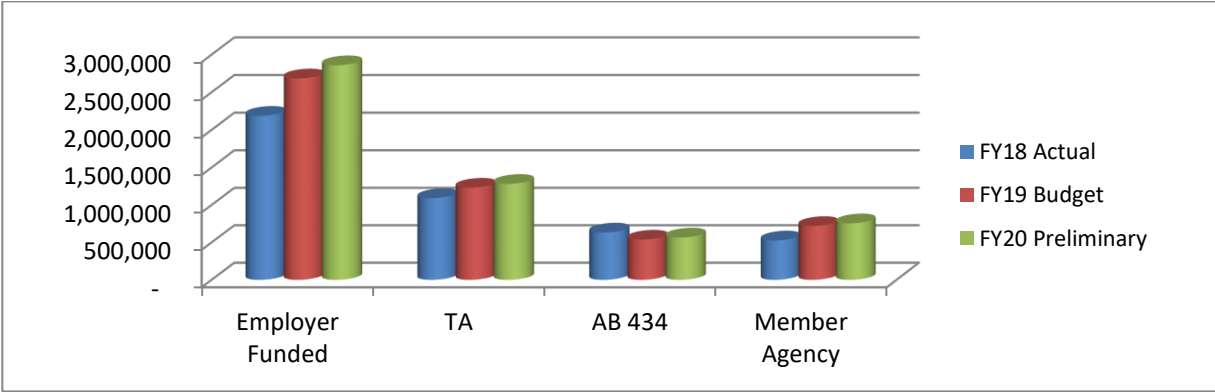
Description	FY2018 ACTUAL	FY2019 REVISED BUDGET	FY2019 FORECAST	FY2020 PRELIMINARY	\$ Change FY19 Forecast to FY20 Prelim	% Change FY19 Forecast to FY20 Prelim
Parking Revenue	5,603,407	5,845,900	5,500,000	5,500,000	-	0.0%

Line 3 Shuttle Revenue

The Shuttle Service Program is funded by participating employers, the San Mateo County Transportation Authority, AB434 Bay Areas Air Quality Management District funds and JPB operating funds. This account refers to the revenue generated from participating local area employers who provide rail passengers the last-mile connections between Caltrain stations and the participating local area employers.

The FY19 Forecast is lower than the FY19 Revised budget due to reduced service levels for routes affected by driver shortages. For FY20, shuttle revenue is projected at \$2.8 million, an increase of \$0.8 million over the FY19 Forecast and is based on full service capacity.

Description	FY2018 ACTUAL	FY2019 REVISED BUDGET	FY2019 FORECAST	FY2020 PRELIMINARY	Change FY19 Forecast to FY20 Prelim	% Change FY19 Forecast to FY20 Prelim
Employer Share - SamTrans/JPB Shuttle Programs	2,186,561	2,683,400	2,000,000	2,858,750	858,750	42.9%



Over a 3-year period, employer share has averaged 51.3% of total shuttle revenues.

Line 4 Rental Income

Rental income is generated from Caltrain right of way properties and from bike locker rentals. Rental income for FY20 is projected at \$2.1 million or 1.9% lower than the FY19 Forecast.

Description	FY2018 ACTUAL	FY2019 REVISED BUDGET	FY2019 FORECAST	FY2020 PRELIMINARY	Change FY19 Forecast to FY20 Prelim	% Change FY19 Forecast to FY20 Prelim
Rental Revenue	2,070,135	1,873,000	2,100,000	2,060,540	(39,460)	-1.9%

Line 5 Other Income

Other Income consists of income earned on invested funds, shared track usage maintenance fees, and advertising income. Other Income for FY20 is projected at \$1.6 million, or 27.8% lower than the FY19 Forecast.

Advertising revenue, which accounts for 46.5% of total Other Income, is generated from train

wraps, stations, adcards, and digital displays. The FY20 estimates are based on contractual minimum annual guarantees. In early FY19, digital displays, a new ad medium, was introduced and showed a slow start but has since picked up considerably.

Shared track usage maintenance fees come principally from the Union Pacific Railroad.

Description	FY2018	FY2019	FY2019	FY2020	Change	% Change
	ACTUAL	REVISED BUDGET	FORECAST	PRELIMINARY	FY19 Forecast to FY20 Prelim	FY19 Forecast to FY20 Prelim
Misc. Operating Revenue	72,968	260,000	44,000	73,000	29,000	65.9%
Charter & Special Movement	15,000	-	-	-	-	0.0%
Shared Track Maintenance Revenue	637,774	350,000	330,000	463,000	133,000	40.3%
Other Non-Transit Revenues	401,121	162,000	440,000	264,000	(176,000)	-40.0%
Insurance Reimbursements	-	-	-	-	-	0.0%
Advertising Income	1,016,385	400,000	1,166,000	738,450	(427,550)	-36.7%
Other Interest Income	59,064	20,000	-	-	-	0.0%
Interest Income - Bond Trustee	25,806	-	44,000	50,000	6,000	13.6%
Interest Income-LAIF	-	-	154,000	-	(154,000)	-100.0%
Interest Income - County Pool	-	-	22,000	-	(22,000)	-100.0%
Other Income	2,228,119	1,192,000	2,200,000	1,588,450	(611,550)	-27.8%

There is no interest income projected for FY20 Interest income – Local Agency Investment Fund (LAIF) as JPB withdrew the LAIF balances in FY19. Only the Bond Trustee fund remains. Changes effectuated through the 2019 financing allow Treasury staff to maintain tighter cash balances, which has positive offsets elsewhere in the budget.

CONTRIBUTIONS

Line 9 AB434 & TA Shuttle Funding

In 1991, Assembly Bill (AB) 434, the California State Legislature authorized the State to impose a \$4 surcharge on cars and trucks to fund projects that reduce on-road motor vehicle emissions. This fund provides partial funding for the JPB shuttle program through a competitive grant process. AB434 & TA Shuttle Funding for FY20 is projected at \$1.8 million or 4.4% higher than the FY19 Forecast.

Description	FY2018	FY2019	FY2019	FY2020	\$ Change	% Change
	ACTUAL	REVISED BUDGET	FORECAST	PRELIMINARY	FY19 Forecast to FY20 Prelim	FY19 Forecast to FY20 Prelim
AB434 - California Clean Air A	632,025	537,200	537,200	565,050	27,850	5.2%
TA Contr-SM Cnty Caltrain Shut	1,091,229	1,230,500	1,230,500	1,281,100	50,600	4.1%
AB434 & TA Shuttle Funding	1,723,254	1,767,700	1,767,700	1,846,150	78,450	4.4%

Line 10 Operating Grants

State Transit Assistance (STA) revenue is generated from the statewide sales tax on diesel fuel and is allocated to the region’s transit operators by formula. The formula allocates funds on the basis of population, amount of passenger fares and local support revenues collected by transit operators. The State sends out projections assuming a growth rate and adjusts these throughout the year.

The State funding for FY20 is projected at \$5.3 million, an increase of \$1.6 million over the FY19 Forecast. The FY20 increase of \$1.6 million reflects \$0.6 million of FY18 carryforward and a \$1.0 million assumed growth in revenues based on Governor Newsom’s proposed FY20 State budget.

Description	FY2018 ACTUAL	FY2019 REVISED BUDGET	FY2019 FORECAST PRELIMINARY	FY2020 PRELIMINARY	Change FY19 Forecast to FY20 Prelim	% Change FY19 Forecast to FY20 Prelim
Operating Grants	4,265,650	3,700,607	3,700,607	5,327,497	1,626,890	44.0%

Line 11 JPB Member Agencies

JPB has three member agencies: the City and County of San Francisco, the San Mateo County Transit District and the Santa Clara Valley Transportation Authority. Funds from agency members are calculated based on an allocation methodology based on the average mid-weekday boarding data including Gilroy, adjusted with passenger data collected in FY19. The FY20 Preliminary Budget shows an increase of \$4.5 million over the FY19 Forecast.

Description	FY2018 ACTUAL	FY2019 REVISED BUDGET	FY2019 FORECAST PRELIMINARY	FY2020 PRELIMINARY	Change FY19 Forecast to FY20 Prelim	% Change FY19 Forecast to FY20 Prelim
JPB Member Agencies	20,448,014	25,448,014	25,448,014	29,921,971	4,473,957	17.6%

EXPENSES

Following is a description of the primary expenses incurred by JPB. A comparative schedule of the FY20 Operating Budget shows the FY18 actual expenses, FY19 Revised Budget, FY19 Forecast and the FY20 Preliminary Budget.

Fiscal Year 2020 Expense Projections

Grand Total Expense for FY20 is projected at \$157.6 million, an increase of \$10.5 million or 7.2% over the FY19 Forecast.

Operating Expense for FY20 is projected at \$129.4 million, an increase of \$8.4 million or 7.0% over the FY19 Forecast.

Administrative Expense for FY20 is projected at \$25.6 million, an increase of \$1.1 million or 4.3% over the FY19 Forecast.

OPERATING EXPENSE

Line 19 Rail Operator Service

The JPB contracts out for rail operator service. The current operator contract is with TransitAmerica Services, Inc. (TASI). TASI was awarded the contract on September 1, 2011 for a five year agreement which expired on June 30, 2017, with an option to extend for up to another 5 years. On February 2, 2017, the Board approved to execute an amendment to exercise the five one-year options to extend the contract through June 30, 2022.

TASI provides rail operations, maintenance and support services in the following areas: Administration/Safety, Operations and Dispatch, Maintenance of Equipment, Track, Communications and Signals, Stations; Construction Support and SOGR. TASI is paid on a cost plus performance fee contract structure.

Description	FY2018 ACTUAL	FY2019 REVISED BUDGET	FY2019 FORECAST	FY2020 PRELIMINARY	Change FY19 Forecast to FY20 Prelim	% Change FY19 Forecast to FY20 Prelim
Rail Operator Service	83,193,402	87,385,577	87,385,577	90,875,696	3,490,119	4.0%

The FY20 Preliminary Budget reflects a 4.0% increase or \$3.5 million higher than the FY19 Forecast. The primary drivers of TASI contract increase are the built-in salary increases in the labor contracts and the contractual General and Administration rate increase from 6.5% to 7.0%.

Line 20 Positive Train Control

Positive Train Control (PTC) is an advanced signal system that will equip the corridor with federally-mandated safety technology and increase system capacity to help accommodate future increases in ridership demand. This control technology will provide a system capable of reliability and functionality to prevent train-to-train collisions, over-speed derailments, and the movement of a train through a main line switch in the wrong position.

Description	FY2018 ACTUAL	FY2019 REVISED BUDGET	FY2019 FORECAST	FY2020 PRELIMINARY	Change FY19 Forecast to FY20 Prelim	% Change FY19 Forecast to FY20 Prelim
Positive Train Control	169,619	1,442,000	572,481	2,400,000	1,827,519	319.2%

The FY20 Preliminary Budget of \$2.4 million includes \$0.9 million for a maintenance contract, \$0.5 million to support 5 additional FTEs and \$1.0 million for training.

In FY19, \$1.4 million was budgeted for the PTC maintenance contract negotiations which were not completed. Thus, several transfers of funds from the PTC budget were made to Facilities & Equipment (\$144k), Utilities (\$200k), and Other Office Expense (\$526k) to cover PTC related expenses. The FY19 Forecast reflects these transfers accordingly as reductions in the PTC budget and as increases in the other three afore-mentioned categories.

Line 21 Security Services

Security services are provided through a law enforcement contract and a communications services contract with the San Mateo County Sheriff’s Office. These services support Rail operations and provide for additional sheriff coverage for special events. These contracts were renegotiated in the second half of FY18. A 3% increase in service capacity as provided by the contract is also reflected in the FY20 estimate.

Description	FY2018	FY2019	FY2019	FY2020	\$ Change	% Change
	ACTUAL	REVISED BUDGET	FORECAST	PRELIMINARY	FY19 Forecast to FY20 Prelim	FY19 Forecast to FY20 Prelim
Security Services	5,850,526	6,172,151	6,172,151	6,544,183	372,032	6.0%

Security services are projected at \$6.5 million for FY20, an increase of \$0.4 million or 6.0% over the FY19 Forecast. In FY20, the security and services budget will also include one-time FY20 expenses to cover training, safety promotion campaigns and security software upgrades.

Line 22 Shuttles

The shuttle service program provides the last mile connections for Caltrain passengers. The FY19 Forecast is lower than the FY19 Revised budget due to the reduced service levels for routes affected by driver shortages. The FY20 Preliminary budget is projected at \$5.7 million or a 33.8% increase over the FY19 Forecast. The FY20 Preliminary budget is based on full service capacity and increased rider participation with Caltrain’s partnership with commute.org.

Description	FY2018	FY2019	FY2019	FY2020	Change	% Change
	ACTUAL	REVISED BUDGET	FORECAST	PRELIMINARY	FY19 Forecast to FY20 Prelim	FY19 Forecast to FY20 Prelim
Shuttle Service	4,713,180	5,444,500	4,287,506	5,736,600	1,449,094	33.8%

Line 23 Fuel

This covers the cost of diesel fuel for JPB locomotive operations, including the associated taxes. Fuel costs for FY20 are projected at \$11.0 million, an increase of \$0.2 million or 2.2 % over the FY19 Forecast.

Description	FY2018	FY2019	FY2019	FY2020	Change	% Change
	ACTUAL	REVISED BUDGET	FORECAST	PRELIMINARY	FY19 Forecast to FY20 Prelim	FY19 Forecast to FY20 Prelim
Fuel and Lubricants	10,301,806	10,765,356	10,765,356	11,003,417	238,062	2.2%

	FY19 Proposed Budget	FY20 Preliminary Budget
Price / Gallon	\$ 2.10	\$ 2.10
Projected Fuel Consumption - No. of Gallons	4,238,525	4,136,549
Projected Fuel Cost	\$ 8,900,902	\$ 8,686,753
Taxes	\$ 1,864,455	\$ 2,316,664
Total Projected Fuel Cost including taxes	\$ 10,765,356	\$ 11,003,417
Price/Gallon without taxes	\$ 2.10	\$ 2.10
Price/Gallon with taxes	\$ 2.54	\$ 2.66

Fuel budget assumes a lower fuel consumption rate per train mile from 3.15 in FY19 to 3.08 for FY20.

Line 24 Timetables and Tickets

Timetables and Tickets include the cost of design, update and printing of Time Tables, Schedules, Maps and the Caltrain tickets. Timetables and Tickets costs for FY20 are projected at same level as FY19 Forecast.

Description	FY2018	FY2019	FY2019	FY2020	Change	% Change
	ACTUAL	REVISED BUDGET	FORECAST	PRELIMINARY	FY19 Forecast to FY20 Prelim	FY19 Forecast to FY20 Prelim
Time Tables, Schedules, & Maps	57,507	90,000	90,000	90,000	-	0.0%
Tickets	19,245	53,500	53,500	53,500	-	0.0%
Timetables and Tickets	76,752	143,500	143,500	143,500	-	0.0%

Line 25 Insurance

The insurance budget includes premiums, deductibles, adjuster fees, broker fees and other insurance costs. The FY20 Preliminary is projected at \$4.5 million. Rates reflect costs for property, casualty, and liability insurance projected based on a market which has shown significant loss events globally over the past two years.

Description	FY2018	FY2019	FY2019	FY2020	Change	% Change
	ACTUAL	REVISED BUDGET	FORECAST	PRELIMINARY	FYT19 Forecast to FY20 Prelimin	FYT19 Forecast to FY20 Prelimin
Premiums	4,368,714	4,798,206	4,798,206	4,506,064	(292,142)	-6.1%

Line 26 Claims, Reserves and Payments

The budget for claims, reserves and payment cover claims reserves and the associated legal fees. The FY20 Preliminary Budget for this line is the same level as the FY19 Forecast at \$0.9 million.

Description	FY2018	FY2019	FY2019	FY2020	Change	% Change
	ACTUAL	REVISED BUDGET	FORECAST	PRELIMINARY	FYT19 Forecast to FY20 Prelimin	FYT19 Forecast to FY20 Prelimin
Claims, Reserves, Payments	(3,180,809)	951,794	951,794	951,794	-	0.0%

Line 27 Facilities and Equipment Maintenance

This budget covers expenses related to Clipper Operator charges, revenue collection services, ticket vending machines, ATT data line services and other contract services.

Facilities and Equipment Maintenance for FY20 is projected at \$3.5 million, an increase of \$0.8 million or 31.1% over the FY19 Forecast. The FY19 Forecast reflects lower than expected TVM related maintenance and lower use of contract services. For the FY20 Preliminary Budget, estimated costs are maintained closer to the FY19 Revised.

Description	FY2018	FY2019	FY2019	FY2020	Change	% Change
	ACTUAL	REVISED BUDGET	FORECAST	PRELIMINARY	FYT19 Forecast to FY20 Prelimin	FYT19 Forecast to FY20 Prelimin
Facilities & Equipment Maintenance	2,626,683	3,158,276	2,700,000	3,539,391	839,391	31.1%

The FY19 Forecast reflects the transfer of funds from the PTC project and lower than expected TVM related maintenance costs.

Line 28 Utilities

This budget covers the cost of gas & electric, data circuits, telephone, and water & sewer. Utilities for FY20 are projected at \$2.1 million, closer to the FY19 Budget. The FY19 Forecast also reflects the previously mentioned transfer of funds from the PTC project.

Description	FY2018	FY2019	FY2019	FY2020	Change	% Change
	ACTUAL	REVISED BUDGET	FORECAST	PRELIMINARY	FYT19 Forecast to FY20 Prelimin	FYT19 Forecast to FY20 Prelimin
Utilities	1,899,260	2,065,720	1,900,000	2,105,422	205,422	10.8%

Line 29 Maintenance & Services – Building and Other

This budget covers the cost of building maintenance services, printing and information services, the repair and maintenance of computers and office equipment. Services for FY20 are projected at \$1.6 million, an increase of \$0.3 million over the FY19 Forecast. FY20 Preliminary includes additional computers for projected new hires in Rail, and printing for Web & creative services. The FY19 Forecast reflects lower expenditures for IT equipment.

Description	FY2018	FY2019	FY2019	FY2020	Change	% Change
	ACTUAL	REVISED BUDGET	FORECAST	PRELIMINARY	FY19 Forecast to FY20 Prelim	FY19 Forecast to FY20 Prelim
Maintenance Services	1,336,698	1,529,098	1,267,708	1,587,930	320,222	25.3%

ADMINISTRATIVE EXPENSE

Line 33 Wages & Benefits

Wages & Benefits reflects the cost of staffing for 66.4 FTEs for Caltrain operations. Wages & Benefits for FY20 is projected at \$12.1 million, \$1.9 million or 19.1% higher than the FY19 Forecast. Built into this budget is a 4.0% vacancy rate, a 3% wage increase, a decrease in fringe benefit rate and the planned recruitment schedule of vacant positions. Fringe benefits reflect current medical/dental/PERs costs plus a reconciliation carry forward credit from FY18.

The FY18 Actual is substantially below the FY19 Revised budget due to very high vacancy rates which the JPB is working to address. Therefore, the bulk of the growth in this area is tied to the filling of currently and recently vacant positions.

Description	FY2018	FY2019	FY2019	FY2020	Change	% Change
	ACTUAL	REVISED BUDGET	FORECAST	PRELIMINARY	FY19 Forecast to FY20 Prelim	FY19 Forecast to FY20 Prelim
Wages & Benefits	8,058,146	11,507,400	10,171,262	12,114,190	1,942,928	19.1%

Fringe benefit costs are applied to actual staff wages as a rate. With SamTrans as the managing agency for the three business units, the District aggregates all estimated annual fringe benefit costs (payroll taxes, pension, medical, dental and vision premiums, life insurance, long-term disability, unemployment, and paid time-off) and then divides that amount by the total projected wages for the upcoming year to arrive at a fringe benefit rate. Actual fringe benefits costs are trued-up annually and reflected in future years' fringe benefits rates. The FY20 preliminary budget includes a request for additional 2.62 full time equivalent positions.

FY2020 FTE	Finance	Planning	Executive	Comm	Admin	Bus	Rail	Calmod	Total
Represented	-	-	-	3.8	-	7.5	-	-	11.3
Non-Represented	5.4	2.5	0.5	12.2	4.9	2.0	25.0	0.1	52.5
New FTEs	0.8	0.1	-	0.5	1.1	-	0.2	-	2.6
Total Operating	6.2	2.6	0.5	16.4	6.0	9.5	25.2	0.1	66.4

Line 34 Managing Agency Admin OH Cost

Managing Agency Admin OH Cost reflects the cost of Samtrans personnel dedicated to the Caltrain business. The Managing Agency Admin OH estimate of \$5.9 million is a placeholder until the Internal Cost Allocation Plan (ICAP) is finalized, as the consultant was behind schedule working on this. The ICAP is expected to be finalized and incorporated into the FY20 Proposed Budget that will be presented to the Board in June for adoption.

Description	FY2018	FY2019	FY2019	FY2020	Change	% Change
	ACTUAL	REVISED BUDGET	FORECAST	PRELIMINARY	FY19 Forecast to FY20 Prelim	FY19 Forecast to FY20 Prelim
Managing Agency Admin OH Cost	5,886,046	5,899,231	6,300,000	5,899,231	(400,769)	-6.4%

These amounts are determined pursuant to the application of an Internal Cost Allocation Plan (ICAP). The ICAP calculates the indirect cost rate used to recover overhead costs related to agency indirect administrative overhead and capital projects. The District procured the assistance of an outside consulting firm to develop a methodology that equitably allocates the costs incurred by SamTrans for services and functions shared by the different agencies. The consultant team was chosen for its experience and knowledge in developing allocation methodologies for governmental and public entities.

The ICAP was prepared in accordance with the principles and guidelines set forth in the Office of Management and Budget (OMB) Circular A-87 “Cost Principles for State, Local and Indian Tribal Governments” and ASMB C-10 “Cost Principles and Procedures for Developing Cost Allocation Plans and Indirect Cost Rates for Agreements with the Federal Government”.

The ICAP calculates two components:

Agency Indirect Administration (AIA) – The pool of costs that cannot be directly attributed to a specific agency.

This is made up of labor and non-labor support function costs that benefits each of the 3 agencies managed by SamTrans. Examples include the time charged by the Payroll Department to process the biweekly payroll or the time charged by the Human Resource Department to post recruitments on industry websites. These costs are distributed to each department based on specific statistics. The payroll department costs, for example, are distributed to each department based on the number of Full Time Equivalents (FTEs). SamTrans incurs all of the AIA costs but then recovers from SamTrans Capital, JPB Operating and Capital and the TA budgets for their share of the AIA.

Capital Overhead – The pool of costs that support the capital projects and cannot be directly attributed to a specific capital project.

The capital overhead rate is calculated for each agency. An example of a capital overhead cost would be the time charged by an administrative assistant who supports multiple capital project engineers. The capital overhead costs are tracked and collected and included in the ICAP rate that is charged to each capital project.

Line 35 Board of Directors

This covers the cost of honoraria, seminars & training, business travel and meetings for the Board of Directors. The Board of Directors budget for FY20 is projected to remain the same as the FY19 Forecast.

Description	FY2018	FY2019	FY2019	FY2020	Change	% Change
	ACTUAL	REVISED BUDGET	FORECAST	PRELIMINARY	FY19 Forecast to FY20 Prelim	FY19 Forecast to FY20 Prelim
Board of Directors	14,057	14,600	14,600	14,600	-	0.0%

Line 36 Professional Services

This covers the cost of consultants, legal services, audit services and legislative advocacy expenses. Professional Services expenses for FY20 are projected at \$4.1 million, a reduction of \$1.0 million or 20.2% less the FY19 Budget. This is due primarily to consultancy contracts that are no longer proposed for extension in FY20.

Description	FY2018	FY2019	FY2019	FY2020	Change	% Change
	ACTUAL	REVISED BUDGET	FORECAST	PRELIMINARY	FY19 Forecast to FY20 Prelim	FY19 Forecast to FY20 Prelim
Legal Services	2,108,611	1,575,000	1,575,000	1,800,000	225,000	14.3%
Audit Services	69,020	69,140	69,140	76,054	6,914	10.0%
Legislative Advocate	205,741	202,238	202,238	169,200	(33,038)	-16.3%
Consultants	2,689,973	3,153,622	3,153,622	1,880,329	(1,273,293)	-40.4%
Other Contract Services	-	125,000	125,000	165,000	40,000	32.0%
Professional Services	5,073,344	5,125,000	5,125,000	4,090,583	(1,034,417)	-20.2%

Line 37 Communications and Marketing

This covers the cost of promotional advertising for fares, schedule changes and the cost of providing the riding public with a mobile app. The promotional advertising expenses for FY20 are projected at \$0.3 million, a reduction of 4.7% from the FY19 Forecast.

Description	FY2017	FY2018	FY2018	FY2019	Change	% Change
	ACTUAL	REVISED BUDGET	FORECAST	PRELIMINARY	FYT19 Forecast to FY20 Prelim	FYT19 Forecast to FY20 Prelim
Communications and Marketing	194,390	316,500	316,500	301,500	(15,000)	-4.7%

Line 38 Other Office Expense and Services

This covers the cost of software maintenance & license renewal, recruitment advertising, professional development, rent expense, bank fees, agency fees, office vehicle maintenance, property taxes and leases on properties along the Right Of Way (ROW) in support of commuter services. These ROW leases include critical facilities such as sites for radio transmission antennas and real estate for storage modules for train equipment, supplies and spare parts.

Description	FY2018	FY2019	FY2019	FY2020	Change	% Change
	ACTUAL	REVISED BUDGET	FORECAST	PRELIMINARY	FY19 Forecast to FY20 Prelim	FY19 Forecast to FY20 Prelim
Other Office Expense and Services	2,375,124	3,497,239	2,625,900	3,182,845	556,945	21.2%

Other Office Expense and Services for FY20 are projected at \$3.2 million, an increase of \$0.6 million over the FY19 Forecast. The FY19 Forecast reflects less than projected IT related expenditures and savings in bank fees and the transfer of funds from PTC.

The FY20 Preliminary budget also reflects the planned purchase of the Backup Central Control Facility (BCCF) in the first quarter, increases in software licenses and recruitment advertising, and the one-time purchase of emergency management requirements.

Mobile processing fees related to the use of the Caltrain mobile app introduced in FY19, are estimated at \$0.2 million. The Caltrain mobile app is estimated to account for \$4.2 million of fare revenue in FY20 which is at the same level as FY19.

Line 41 Long Term Debt Expense

This covers the interest cost and principal retirement of debt incurred for the acquisition and rehabilitation of passenger rail cars, for the acquisition of real property, and for maintenance of a revolving line of credit.

Description	FY2018	FY2019	FY2019	FY2020	Change	% Change
	ACTUAL	REVISED BUDGET	FORECAST	PRELIMINARY	FYT19 Forecast to FY20 Prelim	FYT19 Forecast to FY20 Prelim
Long-term Debt Expense	1,500,522	1,298,675	1,619,175	2,639,773	1,020,598	63.03%

In February 2019 the JPB refunded bonds issued in 2007 and 2015 to achieve interest savings and restructure debt. In conjunction with this issuance, the JPB issued additional bonds, the proceeds of which are intended to be used for the purchase of two pieces of real property currently leased by the JPB.

BUDGET IMPACT - CALTRAIN’S PRELIMINARY CAPITAL BUDGET

Adoption of the FY20 Capital Budget will present a number of difficult choices given the lack of funding. The initial identification of “unconstrained” needs is \$72.9 million.¹ Staff worked with our partners in the development of the FY19 Preliminary Capital Budget to obtain increases above the \$5.0 million previously provided annually by each partner. They agreed to increase these amounts to \$7.5 million annually, and appear to be prepared to maintain these levels for FY20. Even at these increased levels, we are unable to perform certain important state-of-good-repair work to Caltrain’s rolling stock (especially the passenger cars). This follows several years of SOGR and Mid-life deferral on Caltrain’s rolling stock. In the event that these funding commitments from the partners are not met, staff will make adjustments to the capital project requests.

We note that this capital budget excludes all items associated with the Calmod program, which is budgeted for separately. We also note that this capital budget currently excludes any additional program costs associated with Positive Train Control implementation. Additional analysis is being conducted on the need for additional program costs beyond calendar 2020, and we will return to the Board with a Capital Budget amendment as necessary.

Please refer to Attachment B – FY20 Unconstrained Capital Budget Summary

¹ This “unconstrained” figure is actually significantly constrained by the knowledge of program managers of funding constraints and relative priorities.

PRELIMINARY FY20 CAPITAL BUDGET - \$72,899,176

i. STATE OF GOOD REPAIR (SOGR) - \$48,169,176

RIGHT OF WAY - \$21,995,000

1. Guadalupe River Bridge Replacement – Request: \$5,000,000
Replace the Guadalupe River Bridge in San Jose that has been damaged by weather and arson.
2. Marin St. & Napoleon Avenue Bridges Rehabilitation- Request: \$2,700,000
Rehabilitate the bridges over Marin Street and Napoleon Avenue in San Francisco.
3. Structure Maintenance – Request: \$800,000
Restore the integrity of various bridge structures back to a fair condition, increase the safety, security and prolong the useful life of the asset.
4. Track Rehab – SOGR 2020 - Request: \$8,700,000
Replace track components, wedging, surfacing and selected minor bridge repairs.
5. Redesign and Replace Crossover at CP Shark – Request: \$2,500,000
Replace this crossover to eliminate operating delays due to point detector indications as well as reduce switch point, frog and rail wear and replacement within the switch.
6. ROW DVD Update – Request: \$395,000
Establish a Digital Video baseline of the PCJPB Right of Way (ROW) and infrastructure. The Interactive DVD gives users a locomotive engineer perspective along the 52 miles of track at the click of a mouse. This update would document the improvements made over the last 3 years along and adjacent to the corridor.
7. ROW Fencing FY20-22 – Request: \$1,680,000
Continue to install vandal-resistant fencing at key locations along the PCJPB main line rail corridor to deter trespassing. This work plan is intended to span three years picking up where the last three year contract was successfully completed.
8. Track Chart Revision RP – Request: \$220,000
Update the existing CADD files to reflect the changes which have occurred throughout the 52 mile corridor. We will use recent property surveys and aerial photographs from the Electrification project to enhance this Right of Way tool. Updated aerial photographs shall be included as part of the 2020 Track Chart as well. The new property surveys will redefine property widths throughout the corridor to eliminate confusion on ownership.

SIGNALS & COMMUNICATIONS - \$3,812,040

9. CCF BCCF Virtualization - Request: \$2,000,000

Replace aging train control servers while designing and building a virtualized private cloud infrastructure and server farm. Project will support Caltrain's operational systems and provide an efficient, scalable architecture with enhanced redundant capabilities.

10. Cybersecurity Assessment – Request: \$500,000

Assess current cybersecurity posture will be conducted by a third party vendor and new security controls will be implemented to remediate potential vulnerabilities in the control center.

11. Migration to Digital Voice Radio System - Request: \$700,000

Design and construct a digital voice radio system for the Caltrain railroad. The design will include migration from the existing analog voice radio system to the digital system. The digital voice format will be required with the new fleet.

12. Signal Equipment for Rail Operator – Request: \$112,040

Procure and replace equipment in the field. These include 4 Wabtec Master Control Packages (MCPs) data radios, 25 new rectifiers that charges the batteries, 25 new hollow steel switch ties, and 25 battery trays for signal houses. These replacements are expected to fix field issues and will be installed by Caltrain Contractor Operator.

13. Upgrade to Engineering Standard & Communication Systems – Request: \$500,000

Initiate a work directive for a Communication Systems Engineering Consultant who will work with Engineering and Operations stakeholders to define updates to standards around the communication systems. These updates will include adding Fiber and PTC standards to design criteria, drawings, and specifications to the master list.

ROLLING STOCK - \$15,392,136

14. Bombardier Cars - Request: \$5,034,387

Implement scheduled maintenance for FY20 and includes: mid-life over-haul, replacing the 480 cables, anti-skid, seats, batteries, cab refurbishment, HVAC and 480 cables. While these systems are completely rebuilt or replaced during mid-life overhaul, they do not typically last half the life of the railcar, and require capital-type rebuild efforts.

15. CEMOF FY20 - Request: \$474,200

Implement scheduled maintenance FY20 and includes: replace train wash brushes, domestic water pumps, carwash light fixtures, lunchroom wallpaper, oil room piping, handheld radios, forklift, S&I step stools. Train wash vault cleaning, repaint the Caltrain logo, facility tank integrity testing, clean oil/water separator, DC suppression upgrade.

16. F40 SOGR FY20 - Request: \$1,576,881

Implement scheduled maintenance for FY20 and includes: In-Frame overhaul, cab refurbishment, toilet, HVAC, batteries, contactor, controller, SEP-HEP replacement and F40 Dynamic Brake System upgrade/refurbishment.

17. MP36 SOGR FY20 - Request: \$212,104

Implement scheduled maintenance for FY20 include: traction motor replacement.

18. Vehicle Rubber Tire (Rail Operator) - Request: \$3,095,000

Address the state of rubber-tire vehicles currently leased by the JPB and utilized by TASI (Rail Operator) which have reached or exceeded the expected life, resulting in mounting maintenance cost and unreliability of the vehicles.

19. Gallery Car SOGR FY20 – Request: \$4,999,564

Continue the Gallery Cars SOGR Maintenance Cycle program to maintain equipment reliability until the time of replacement vehicles for electrification is scheduled or their useful life.

STATION AND INTERMODAL ACCESS - \$6,970,000

20. Bayshore Station Overpass Pedestrian Bridge Rehab - Request: \$2,300,000

This pedestrian bridge is a 75 foot long through truss and was built in 2004. The structure is experiencing corrosion with minor section loss on the underside of the floor system, top lateral system and tower supports. This work has been deferred for the last three budget years.

21. Mini-High Platforms FY20 – Request: \$1,190,000

Design, purchase and install new Mini-High Platforms at 7 Passenger Stations where they do not exist today. These platforms will help expedite the loading/unloading of PNA passengers at these locations. This work plan is intended to span one year.

22. Station Enhancement and Improvements FY20 - Request: \$980,000

The inspection of the San Francisco Station indicates several deficiencies in the paint and framing members of the building structure. The corrosion study will identify a clear and concise direction on repairs and repainting of the station, the Emergency Transfer Switches provides a stable power source and uninterrupted service. Remove existing team tracks and a loading dock from the existing station to allow JPB to make station improvements.

23. Stations - SOGR - Request: \$ 1,000,000

Address immediate SOGR needs to keep the various stations and includes replacement of center track fences, shelters, information display cases and other amenities found at stations; Repaint the San Jose Diridon (post fire) pedestrian tunnel and epoxy coat all of the ramps leading to the platforms.

24. Ticket Vending Machine (TVM) Upgrade Phase 3 - Request: \$1,500,000

Upgrade 28 TVMs so that each station platform will have one upgraded TVM with Clipper capabilities. Phase 1 of this project upgraded to a new operating system and build 2 prototypes for testing. Phase 2 will upgrade 12 TVMs at the busiest stations. To date, Caltrain has a total of 105 TVMs.

ii. **LEGAL MANDATES AND REQUIRED ENHANCEMENTS - \$500,000**

25. Resolve Speed and Route Signaling Conflict - Request: \$500,000

Develop and implement a solution to resolve a conflict in railroad signal displays as recommended by the Federal Railroad Administration (FRA).

iii. **OPERATIONAL IMPROVEMENTS / ENHANCEMENTS - \$11,740,000**

26. Automatic Passenger Counters (APC) at 4th & King - Request: \$740,000

Design the hardware installation of the APC at 4th & King and implement the software to retrieve the APC data and analyze it remotely and also develop an IFB for a contractor to install the APC equipment at 4th & King.

27. Backup Central Control Facility (BCCF) Voice over Internet Protocol (VoIP) and Data Network for Offices – Request: \$500,000

Install new infrastructure for data and phone including 4 digit dialing and 911. Required for occupancy of BCCF.

28. On-board Bike Security – Request: TBD

Implement configuration changes on the EMUs to address security concerns related to seating in view of bikes. The scope of this project is contingent on a staff recommendation that will be forthcoming at the June Board Meeting.

29. Caltrain Station Infrastructure Refresh - Request: \$1,000,000

Install new infrastructure on Right Of Way to replace end of life equipment which will support the rollout of IOT along ROW and support PCEP and PTC requirements over the coming years.

30. CCTV and Facility Security Systems – Request: \$150,000

Use of intrusion detection for trespassers, aerial surveillance of parking lots for crime management, use of motion and infrared detectors for protection of critical assets, facility specialty systems monitoring for fire, smoke, heat, water flow, halon suppression, geo fencing and cyber intrusion monitoring on critical networks. Cost to include C&P procurement, installation and maintenance contracts, Safety and Security staff support. This is a 3-year project estimated total cost of \$1.1 million.

- 31. Clipper/Card Interface Devices (CID) Installation & Relocation – Request: \$300,000**
Develop a plan to upgrade all of the stations to meet the growing and changing customer need of CIDs. In addition, this project will pilot test the relocation and installation at 3 key stations using the developed plan. In FY21 and future years, this upgraded plan will be implemented at the remaining stations.
- 32. Grade Crossing Improvements FY20 – Request: \$2,040,000**
Construct the safety improvements that were designed under the FY19 Grade Crossing Improvement project approved in FY19 for design. This phase will take the design through procurement and into construction.
- 33. Modernization of Project Management Software – Request: \$200,000**
Implement new software tools and update others to improve current Project Management processes which include Schedule Management, Document Management, Risk Management, Change Management, Field Inspections, Progress Reporting, and others. Software tools included are: Primavera P6, and a Project Management Solution.
- 34. Next Gen Visual Message Signs (VMS) & Predictive Arrival Departure System (PADS) – Request: \$3,100,000**
Deliver a conceptual design with all the system requirements and a cost estimate for the system implementation of a next generation predictive train arrival system using accurate GPS data. The current PADS and VMS technology and equipment has reached the end of its useful life. The existing VMS signs are no longer available and will not be supported by the manufacturer soon.
- 35. Right Of Way (ROW) Monitoring Tool – Request: \$100,000**
Establish a baseline cloud solution that will create a shared Track Chart for the Rail Infrastructure Group. It will implement a construction productivity software that will be utilized to track and monitor the Rail infrastructure changes, issues, and progress of work. The ability to work off the cloud from 1 shared set of Track Charts will provide information in real time that can create better communication and productivity in the Caltrain workflow.
- 36. San Francisquito Creek Bridge Replacement - Request: \$ 600,000**
Engineering design for the replacement of 118 year old San Francisquito Creek Bridge with a brand new 100 year design life of a modern railway bridge.
- 37. Station Elevator Alarm & Notification System – Request: \$250,000**
Develop and install an alarm and notification system to Caltrain of its elevators working status and provide a means for customers who may become stuck on its elevators. System will also notify Caltrain if there are occupants in the elevators when not in use.

38. Station Indicators – Request: \$500,000

Install the needed infrastructure at Stations to send the info back to Rail Operator Control Systems when the trains are stopped at the Stations.

39. Storage Yard Improvement – Request: \$2,260,000

Identify key yard areas that can be used by our operating contractor to utilize for storing materials and parts as needed to keep Caltrain operating constantly in a state of good repair. The clean-up of railroad materials that have been accumulated over the life of the railroad will free up prime real estate for yard usage. There are key areas that can be re-developed with addressing drainage and grading. It will further look into possible satellite yards that can be utilized along our 52 mile corridor to reduce travel time which will increase productivity and response times should an emergency present itself.

iv. PLANNING / STUDIES - \$ 12,490,000

40. Capital Planning (CIP) – Request: \$ 750,000

Capital Planning activities to include: Major Capital Project Planning, Capital Grant Support, Planning Support to Individual Grade Separation Projects and to Other Capital Projects.

41. Contracting and Delivery Analysis – Request: \$ 500,000

Planning support would include development of a new operating contract including the analysis of delivery options and structures, relationship to larger organizational and governance conversations, development and management of process, and identification of key performance indicators.

42. Long Range Planning and Policy – Request: \$ 750,000

Address key policy issues for the railroad such as development and land planning, fare planning and policy, inter-agency agreements, plans and organizational design, modeling and tools, research and partnerships, and business planning.

43. Major Initiatives Corridor-wide Grade Crossing – Request: \$ 5,000,000

Because a sealed corridor will be necessary to operate high levels of Caltrain service as dictated by the Caltrain Business Plan, Caltrain must help corridor cities address what is a corridor-wide megaproject in terms of project development, funding/ financing and implementation.

44. Major Stations and Terminals Planning and Policy – Request: \$ 2,000,000

Planning work related to major stations to include: ongoing participation in the Diridon Integrated Station Concept Plan (a combined effort with the City of San Jose, VTA and High Speed Rail) as well as independent planning and analysis related to the Diridon project; San Francisco terminal planning including the area between Salesforce Transit Center and 22nd Street with a particular focus on engagement with

parties planning on and around 4th & King; development of major conceptual planning and design effort for an expanded station at Redwood City.

45. Service and Access Planning – Request: \$ 1,500,000

Planning activities to include blended service planning (considering future High Speed Rail service on the Caltrain Corridor and the development of related inter-agency agreements.

46. Capital Contingency Funds - Engineering - Request: \$330,000

Support unforeseen capital expenditure related to the delivery of capital projects/programs.

47. Capital Contingency Funds - Rail - Request: \$660,000

Support unforeseen capital expenditure related to rail operations.

48. Capital Program Management - Request: \$500,000

Support unforeseen capital needs related to rail operations.

49. Capital Project Development - Request: \$500,000

Implement planning and engineering study activities.



PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF REVENUE AND EXPENSE
PRELIMINARY BUDGET
FY2020

	FY2018 ACTUAL A	FY2019 BUDGET B	FY2019 FORECAST C	FY2020 PRELIMINARY BUDGET D	FY2020 Preliminary Forecast \$ to FY2019 variance E = D-C	FY2020 Preliminary Forecast % to FY2019 variance F = E/C
REVENUE						
OPERATIONS:						
1	Farebox Revenue	97,050,195	107,795,329	103,500,000	106,000,000	2,500,000 2.4%
2	Parking Revenue	5,603,407	5,845,900	5,500,000	5,500,000	- 0.0%
3	Shuttles	2,186,561	2,683,400	2,000,000	2,858,750	858,750 42.9%
4	Rental Income	2,070,135	1,873,000	2,100,000	2,060,540	(39,460) -1.9%
5	Other Income	2,228,119	1,192,000	2,200,000	1,588,450	(611,550) -27.8%
6	TOTAL OPERATING REVENUE	109,138,417	119,389,629	115,300,000	118,007,740	2,707,740 2.3%
7						
8	CONTRIBUTIONS:					
9	AB434 & TA Shuttle Funding	1,723,254	1,767,700	1,767,700	1,846,150	78,450 4.4%
10	Operating Grants	4,265,650	3,700,607	3,700,607	5,327,497	1,626,890 44.0%
11	JPB Member Agencies	20,448,014	25,448,014	25,448,014	29,921,971	4,473,957 17.6%
12	Use of Reserves	-	1,208,871	900,395	(900,395)	-100.0%
12	TOTAL CONTRIBUTED REVENUE	26,436,918	32,125,192	31,816,716	37,095,618	5,278,902 16.6%
13						
14	GRAND TOTAL REVENUE	135,575,334	151,514,821	147,116,716	155,103,358	7,986,642 5.4%
15						
16	EXPENSE					
17						
18	OPERATING EXPENSE:					
19	Rail Operator Service	83,193,402	87,385,577	87,385,577	90,875,696	3,490,119 4.0%
20	Positive Train Control	169,619	1,442,000	572,481	2,400,000	1,827,519 319.2%
21	Security Services	5,850,526	6,172,151	6,172,151	6,544,183	372,032 6.0%
22	Shuttle Service	4,713,180	5,444,500	4,287,506	5,736,600	1,449,094 33.8%
23	Fuel and Lubricants	10,301,806	10,765,356	10,765,356	11,003,417	238,062 2.2%
24	Timetables and Tickets	76,752	143,500	143,500	143,500	- 0.0%
25	Insurance	4,368,714	4,798,206	4,798,206	4,506,064	(292,142) -6.1%
26	Claims, Reserves, and Payments	(3,180,809)	951,794	951,794	951,794	- 0.0%
27	Facilities and Equipment Maint	2,626,683	3,158,276	2,700,000	3,539,391	839,391 31.1%
28	Utilities	1,899,260	2,065,720	1,900,000	2,105,422	205,422 10.8%
29	Maint & Services-Bldg & Other	1,336,698	1,529,098	1,267,708	1,587,930	320,222 25.3%
30	TOTAL OPERATING EXPENSE	111,355,832	123,856,178	120,944,279	129,393,996	8,449,718 7.0%
31						
32	ADMINISTRATIVE EXPENSE					
33	Wages and Benefits	8,058,146	11,507,399	10,171,262	12,114,190	1,942,928 19.1%
34	Managing Agency Admin OH Cost	5,886,046	5,899,231	6,300,000	5,899,231	(400,769) -6.4%
35	Board of Directors	14,057	14,600	14,600	14,600	- 0.0%
36	Professional Services	5,073,344	5,125,000	5,125,000	4,090,583	(1,034,417) -20.2%
37	Communications and Marketing	194,390	316,500	316,500	301,500	(15,000) -4.7%
38	Other Office Expense and Services	2,375,124	3,497,239	2,625,900	3,182,845	556,945 21.2%
39	TOTAL ADMINISTRATIVE EXPENSE	21,601,107	26,359,968	24,553,262	25,602,949	1,049,687 4.3%
40						
41	Long-term Debt Expense	1,500,522	1,298,675	1,619,175	2,639,773	1,020,598 63.0%
42						
43	GRAND TOTAL EXPENSE	134,457,460	151,514,821	147,116,716	157,636,719	10,520,003 7.2%
44						
45	PROJECTED SURPLUS/(DEFICIT)	1,117,874	-	-	(2,533,361)	(2,533,361)
	Unrestricted funds Beginning Balance	30,461,564		31,579,438	27,579,438	
	Projected surplus/(use) of reserves	1,117,874		-	-	
	Revenue Stabilization Fund (RSF)	0		(4,000,000)	-	
		31,579,438	-	27,579,438	27,579,438	
	RSF, Beginning Balance			4,000,000	3,099,605	
	Projected Use			(900,395)	(2,533,361)	
	RSF, Ending Balance			3,099,605	566,244	



Attachment B
FY2020 CAPITAL PRELIMINARY BUDGET

Item #	PROJECT NAME	Unconstrained
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i. SOGR

Right of Way

1	Guadalupe River Bridge Replacement	5,000,000
2	Marin St. & Napoleon Avenue Bridges Rehab	2,700,000
3	Structure Maintenance SOGR	800,000
4	Track Rehab- SOGR FY20	8,700,000
5	Redesign and Replace Crossover at CP Shark	2,500,000
6	ROW DVD Update	395,000
7	ROW Fencing FY20-FY22	1,680,000
8	Track Chart Revision RP	220,000
		21,995,000

Signal & Communications

9	CCF BCCF Virtualization	2,000,000
10	Cybersecurity Assessment	500,000
11	Migration to Digital Voice Radio System	700,000
12	Signal Equipment for Rail Operator	112,040
13	Upgrade to Eng. Std & Comm Systems	500,000
		3,812,040

Rolling Stock

14	Bombardier Cars FY20	5,034,387
15	CEMOF FY20	474,200
16	F40 SOGR FY20	1,576,881
17	MP36 SOGR FY20	212,104
18	Vehicle Rubber Tire (Rail Operator)	3,095,000
19	Gallery Car SOGR FY20	4,999,564
		15,392,136

Station & Intermodal Access

20	Bayshore Stn Overpass Pedestrian Bridge Rehab	2,300,000
21	Mini-high Platforms FY20	1,190,000
22	Station Enhancement and Improvements FY20	980,000
23	Stations SOGR	1,000,000
24	TVM Upgrade Phase 3	1,500,000
		6,970,000

Total SOGR 48,169,176

ii. LEGAL MANDATES AND REQUIRED ENHANCEMENTS

25	Resolve Speed and Route Signaling Conflict	500,000
		500,000



Attachment B
FY2020 CAPITAL PRELIMINARY BUDGET

Item #	PROJECT NAME	Unconstrained
iii. OPERATIONAL IMPROVEMENTS/ENHANCEMENTS		
26	Automatic Passenger Counters at 4th & King	740,000
27	BCCF VoIP and Data Network for Offices	500,000
28	Onboard Bike Security	TBD
29	Caltrain Station Infrastructure Refresh / Upgrade	1,000,000
30	CCTV and Facility Security Systems	150,000
31	Clipper / CID Installation & Relocation	300,000
32	Grade Crossing Improvements FY20	2,040,000
33	Modernization of Project Management Software	200,000
34	Next Gen Visual Message Signs & Pads	3,100,000
35	ROW Monitoring Tool	100,000
36	San Francisquito Creek Bridge Replacement	600,000
37	Station Elevator Alarm & Notification System	250,000
38	Station Indicators	500,000
39	Storage Yard Improvement	2,260,000
		11,740,000
iv. PLANNING/STUDIES		
40	Capital Planning (CIP)	750,000
41	Contracting and Delivery Analysis	500,000
42	Long Range Planning and Policy	750,000
43	Major Initiatives Corridor-wide Grade Crossing Policy	5,000,000
44	Major Stations and Terminals Planning and Policy	2,000,000
45	Service and Access Planning	1,500,000
46	Capital Contingency Funds - Engineering	330,000
47	Capital Contingency Funds - Rail	660,000
48	Capital Program Management	500,000
49	Capital Project Development	500,000
		12,490,000
TOTAL		72,899,176

JPB BOARD MEETING
May 2, 2019

Correspondence Packet as of
April 25, 2019, 5 pm

From: Shikada, Ed <Ed.Shikada@CityofPaloAlto.org>
Sent: Wednesday, April 3, 2019 5:36 PM
To: Hartnett, Jim; Board (@caltrain.com)
Cc: Tom DuBois (external); Cormack, Alison; Kou, Lydia; Rice, Danille
Subject: Palo Alto City Council request for meeting regarding Stanford GUP

Please forward this message to Joint Powers Board Chair Gillian Gillett and Executive Director Jim Hartnett

Dear Chair Gillett and Executive Director Hartnett,

I am writing to you on behalf of the Palo Alto City Council, to request a meeting regarding the Stanford General Use Permit and Caltrain Business Plan efforts.

As you may know, the City of Palo Alto is currently undertaking a significant community planning effort to evaluate and advance railroad grade separation strategies across our city. Given that the Caltrain corridor effectively bisects our community, this is a critically important effort to ensure that Caltrain's potential growth can be safely and effectively accommodated through Palo Alto. As you may also know, the City is concurrently engaged in discussions with Stanford University and the County of Santa Clara to mitigate the anticipated impacts of the Stanford University General Use Permit (GUP) application currently being considered by Santa Clara County.

These major concurrent planning efforts have the potential to significantly affect quality of life in Palo Alto for decades to come. As such, the Palo Alto City Council established an Ad Hoc Committee with members Alison Cormack and Tom DuBois to advance the City's interests regarding the Stanford GUP. Through the work done to date by the Ad Hoc Committee, it has become clear that it is important for the City to identify and build on the issues of common interest between the City and Caltrain. On behalf of the Ad Hoc Committee, and Palo Alto's representative to the Caltrain Local Policy Makers Group (LPMG) Lydia Kou, I would therefore like to request a meeting with you to discuss the common interests between our agencies and potential steps forward to ensure coordination and maximize opportunities for alignment. Recent discussions at the LPMG suggest that the Caltrain Business Plan work ahead will also be an important vehicle for this coordination, and we would appreciate an opportunity to discuss how this might be accomplished.

Please let me know if you would like to further discuss the specifics of a meeting, or refer this request to your appropriate staff to calendar a date.

Respectfully,

Ed Shikada
City Manager



Ed Shikada
City Manager
250 Hamilton Avenue | Palo Alto, CA 94301
Ph: (650) 329-2280
ed.shikada@cityofpaloalto.org

From: Rod Sinks <rodsinks@gmail.com>
Sent: Thursday, April 4, 2019 3:09 PM
To: Board.Secretary
Cc: Board (@caltrain.com)
Subject: VTA Board Agenda Item 6.16 - Caltrain Corridor Capacity Improvements

Dear VTA Board Members,

Please support Caltrain Corridor Capacity Improvements in item 6.16 that will help expand transit ridership from south San Jose and South County and to job centers to the north. **We need to strengthen Caltrain as our most effective backbone transit system with more frequent service.**

Employees at our largest tech companies have a good transit option in private buses. For all the rest of us, we need to create better service in our major corridors from housing-rich centers to jobs-rich centers. Too many folks that make our economy work, including teachers and service workers, are leaving our area because they can't stand to commute from the places they can afford to live. While we work to build more housing in all our cities, we must also work on improving backbone transit service.

Thanks,

Rod Sinks
Councilmember
City of Cupertino

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Tuesday, April 9, 2019 3:34 PM
To: Chris
Cc: Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: Received. RE: New electrified train bike cars

Dear Mr. Holland,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

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Dora Seamans, MPA, CMC
Executive Officer/District Secretary
SamTrans, Executive Administration

1250 San Carlos Ave
San Carlos, CA 94070
Tel: 650-508-6242
Seamansd@samtrans.com

From: Chris <paperplanepilot@yahoo.com>

Sent: Monday, April 8, 2019 5:36 PM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>; CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>

Subject: New electrified train bike cars

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Thank you,
Chris Holland
San Jose, CA
650 766 5873

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Tuesday, April 9, 2019 3:35 PM
To: Javier Trueba
Cc: Board (@caltrain.com)
Subject: Received. RE: Bikes on Trains

Dear Mr. Trueba,

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From: Javier Trueba <JTrueba@uct.com>
Sent: Tuesday, April 9, 2019 8:24 AM
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Thanks

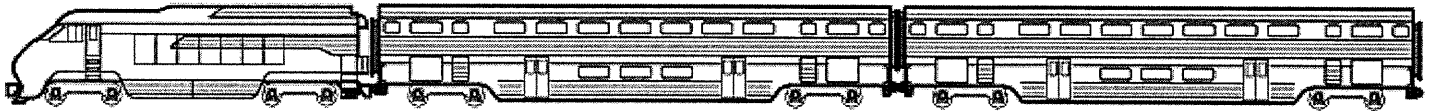
Javier Trueba | QA Inspector IV - Lead | Ph 650-754-2353 | jtrueba@uct.com
UCT | South San Francisco | USA

www.uct.com

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From: Patricia sSperanza <pcs@ptsitransportation.com>
Sent: Monday, April 8, 2019 12:30 PM
To: Board (@caltrain.com)
Subject: Compendium of Rail Fares

PTSI Transportation



PTSI Transportation

Presents

COMMUTER RAIL FARES (CRF)

Now, available for the first time, CRF is a subscription service that provides the current fare structure, including levels of fares, types of basic fares, and promotional fares, of every commuter rail service in the United States and Canada.

CRF is updated and distributed quarterly to all subscribers, and includes all fare increases or changes occurring on any commuter rail service in that period.

Please open this PDF file [SampleCRF.pdf](#) to see the following extracts from CRF:

- **Section A** - Lists each of the commuter rail services included in the Report.
- **Section B** - Lists the date and type of the last fare change made by each commuter rail service.
- **Section C** - - Describes in detail all of the elements of the Report, including approach and methodology.
- **Section D** - Compares the fare types sold by each commuter rail service. Included is the Summary Comparison of Fare Types, and Part 1 (Page 1) – the Comparison of Monthly Fare Types. Parts 2

through 5 (included in CRF) compare each of these other fare types: Weekly, 1 day pass, One Way and Annual Pass.

- **Section E** - Compares the fare levels of each commuter rail service based on weighted average fares. Included is Part 1 – the Comparison of Monthly Fare Levels, listed first in (A) rail service order and then in (B) rate per mile order. Parts 2 through 5 (included in CRF) compare the same fare types listed in Section D above.
- **Section F** - Contains a separate table presenting the detailed fare structure of each of the 46 commuter rail services in the United States and Canada.

Included are fare tables for the following rail services: ACE, GO Transit, Long Island Rail Road, SEPTA and Trinity Railway Express.

SUBSCRIBE TO COMMUTER RAIL FARES BECAUSE:

- A subscription to CRF is the only practical and cost effective way to receive the current fare structure of every commuter rail service in the United States and Canada.

(Alternatively, a rail service could hire a consultant or devote staff time to produce similar information, but the cost would be many, many times the cost of a subscription to CRF, and require a long delay instead of instant availability.)

- CRF directly compares the major differences that exist between all commuter rail services in terms of fare types, fare levels, discounts and promotional fares. This enables the user to easily identify the fare structure elements of one rail service that may be considered for use by another rail service.

SPECIAL INTRODUCTORY OFFER - \$100 OFF YOUR FIRST SUBSCRIPTION OFFER EXPIRES JUNE 30, 2019

To subscribe to Commuter Rail Fares, please contact:

PTSI Transportation

71 Union Ave, Suite 106

Rutherford, NJ 07070-1272, USA

Ph: 201-933-5530

E-mail: mrw@ptsitransportation.com

Website: www.ptsitransportation.com

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Tuesday, April 9, 2019 3:34 PM
To: Chris
Cc: Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: Received. RE: New electrified train bike cars

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Chris Holland
San Jose, CA
650 766 5873

From: Christina Turner <Christina.Turner@morganhill.ca.gov>
Sent: Monday, April 8, 2019 9:45 PM
To: Board (@caltrain.com)
Subject: FW: Morgan Hill's Caltrain Business Plan Comments
Attachments: Caltrain Business Plan Comments 4.8.2019.pdf

From: Christina Turner
Sent: Monday, April 8, 2019 5:19 PM
To: Caltrans_Director@dot.ca.gov
Cc: CityCouncil <CityCouncil@morganhill.ca.gov>; Leslie Little <Leslie.Little@morganhill.ca.gov>; Chris Ghione <Chris.Ghione@morganhill.ca.gov>; Edith Ramirez <Edith.Ramirez@morganhill.ca.gov>; board.secretary@vta.org; boardmembers@hsr.ca.gov; AllCouncilMembers@ci.gilroy.ca.us; Brian.Annis@calsta.ca.gov; Chad.Edison@calsta.ca.gov; Gabe Gonzalez <gabe.gonzalez@cityofgilroy.org>
Subject: Morgan Hill's Caltrain Business Plan Comments

On behalf of Mayor Rich Constantine, please see the City of Morgan Hill's attached comments on Caltrain's Draft Business Plan. Thank you for engaging with us and we look forward to our continued partnership.

Regards,
Christina

CITY OF MORGAN HILL

Christina J. Turner, CPA
City Manager

17575 Peak Avenue, Morgan Hill, California, USA 95037
d 408.776.7382 | c 408.839.1705
e christina.turner@morganhill.ca.gov | www.morganhill.ca.gov
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17575 Peak Avenue
Morgan Hill, CA 95037-4128
TEL: (408) 779-7271
FAX: (408) 779-3117
www.morganhill.ca.gov

April 8, 2019

The Peninsula Corridor Joint Power Board
12509 San Carlos Ave.
San Carlos, CA 94070

RE: Caltrain Business Plan

Dear Caltrain Board:

On behalf of the Morgan Hill City Council, I would like to thank the Caltrain Board for engaging Morgan Hill and the rest of the communities in South Silicon Valley on the Caltrain 2040 Business Plan efforts. I want to take this opportunity to acknowledge Sebastian Petty and Casey Fromson for their diligent efforts on the outreach and communications. Your staff has been very helpful and attentive. We appreciate their partnership and their good work.

The purpose of our letter is to share some comments on the Caltrain 2040 Business Plan and request a response on how these issues listed herein can be incorporated into the final 2040 Business Plan. We have also included some comments/questions regarding existing and near future train service we hope you can respond to.

1. LEVEL OF SERVICE

Under the current Moderate and High Growth Scenarios listed in the Draft Business Plan, Morgan Hill would get two trains per hour during weekday peak times and one train per hour during non-peak and weekends. We are pleased to see increased service under these two scenarios. As indicated in your most recent update, the number of available Caltrain riders in our community is much larger than the number of riders currently using the Morgan Hill Caltrain Station. We believe many of our residents are traveling to a station in San Jose due to the limited train service in Morgan Hill.

We must work to provide adequate service to Morgan Hill and surrounding communities. As you well know, communities south of San Jose are growing at faster rates than other communities, providing housing for the growing Bay Area workforce. Morgan Hill has been growing at a steady rate of approximately 2%. Gilroy is the fastest growing City in Santa Clara County and many people are commuting to communities south of Gilroy due to the high costs of housing.

Highway 101 no longer seems to be a viable commuting option as it is severely congested. Local streets like Monterey Road and Hale Avenue are bearing the brunt of this congestion and have become regional transportation corridors (without regional funding to manage the wear and tear).

We recognize that in order to move people efficiently we need a public transit system that offers consistent service. **We recommend 2 trains per hour during peak time and one train during non-peak times be identified as the minimum level of service acceptable for South County.**

We request that this increased level of service be implemented as soon as feasible. Morgan Hill's train ridership has gone up 70% since 2011 and we believe that the demand will grow as the Diridon

station grows with the expansion of Google and Adobe. We are also increasing jobs in Morgan Hill. Currently, we have 6.2 million square feet of industrial space and another 2 million of job square feet in the pipeline. Our Downtown is quickly transforming into the transit-oriented development center envisioned in our Specific Plan. We have over a dozen projects that range from luxury market rate apartments to a boutique hotel. The parking lot at the Caltrain Station is filled with train riders as well as corporate shuttle bus riders. **Morgan Hill needs increased train service now.**

2. ELECTRIFICATION

The service level assumptions stated in the Draft Caltrain Business Plan are based on the electrification of the entire system. The electrification of the South County corridor is currently envisioned through a blended system with High-Speed Rail. The assumption is that High-Speed Rail will secure usage or ownership of the tracks from Union Pacific Rail Road (UPRR), electrify the right-of-way and share the electrified track system with Caltrain. It is our recommendation that the Caltrain Business Plan should acknowledge the efforts, goals and aspirations of High-Speed Rail. However, the Caltrain Business Plan should stand on its own and plan for the electrification of the tracks independent from High-Speed Rail's efforts. **We recommend that the Caltrain Business Plan include a plan for electrification of the South County corridor independent of High-Speed Rail's plans for electrification.**

It is important to clarify that the most paramount issue for Morgan Hill is increased service. While we believe electrification of the system is important for the long-term viability of Caltrain, Morgan Hill needs and wants additional service today, regardless of the form (diesel locomotive or electrified train). **We support electrification but not at the expense of delaying added service to South County.**

3. MORGAN HILL TRAIN STATION

The electrification of the tracks will require improvements to the Morgan Hill station. These improvements include adding a second platform and replacing the at grade crossing with an underground crossing. The City of Morgan Hill requests the immediate attention of Caltrain, High-Speed Rail and VTA to engage on the planning of the Caltrain Station so that the City can best plan for the future Transit Station and adjacent sites (sites that would be impacted by these improvements). Regardless of what agency (High-Speed Rail or Caltrain) cause the improvements to the Station, we all benefit by collaborative developing design solutions for the station. This work cannot wait. **Therefore, we request that Caltrain lead the effort in the design of the new Station and bring together the agencies that need to be part of the discussion and planning.**

It is important to note that the Caltrain Station offers over 400 parking spaces of which approximately half are used by corporate buses that are a big part of the transportation eco-system in Morgan Hill.

4. SERVICE ENHANCEMENTS

Residents in South County were promised a fourth train under Measure B approved in 2016. Unfortunately, this fourth train cannot be operational until the locomotive rehab work is done. It is our understanding that the fourth train will be running by 2021. We are anxious to have this train operational. **Please confirm the date by which the fourth train is expected to be available.** Also, please let us know when we can expect information about the proposed schedule (timeslot) for this fourth train.

Finally, the existing third train is to be rescheduled to an earlier timeslot to increase ridership. **Please confirm expected date of when this schedule will take place and what is the new timeslot recommended for this third train.**

5. HIGH-SPEED RAIL & GRADE SEPARATIONS

High-Speed Rail is scheduled to announce their preferred alignment and issue the project EIR report by the end of 2019. High-Speed Rail's EIR will environmentally clear a certain amount of train capacity for high speed trains along the corridor. **We want Caltrain's projected service (as envisioned in the Draft Caltrain Business Plan 2040) be accounted for in High-Speed Rail's Draft EIR.**

We do not know when (if ever) High-Speed Rail will be constructed and operated. **In the interim, we want Caltrain to be able to use the environmental capacity cleared by High-Speed Rail.**

Finally, the projected level of train service added to South County between Caltrain and High-Speed Rail warrant a conversation about pedestrian and vehicular safety. Tennant Avenue and Dunne Avenue in Morgan Hill have some of the highest Average Daily Trip (ADT) crossings in the entire Bay Area. **We request that High-Speed Rail, VTA and Caltrain join us on a productive conversation about the need (if any) of grade crossings in Morgan Hill.**

Morgan Hill and surrounding communities are growing fast without the support of much needed public transportation services. We are supportive of Caltrain's efforts to plan for a service that meets the needs of all customers and communities alike. We believe public transit is one of the ways we can be just and equitable. South County is long overdue to receive adequate, fair and just service. We urge you to move forward with your business plan and consider us your friend, advocate and ally as you move forward with these efforts. We thank you for allowing us an opportunity to comment of the Draft Business Plan.

We hope you find this information useful. Please feel free to contact me or Edith Ramirez, Economic Development Director at edith.ramirez@morganhill.ca.gov with any questions or clarifications for the above.

Sincerely,



Rich Constantine
Morgan Hill Mayor

Cc: Morgan Hill City Council, CityCouncil@morganhill.ca.gov
Valley Transportation Agency Board of Directors, board.secretary@vta.org
California High-Speed Rail Authority Board Members, boardmembers@hsr.ca.gov
Gilroy City Council, AllCouncilMembers@ci.gilroy.ca.us
California Department of Transportation, Laurie Berman, Director, Caltrans_Director@dot.ca.gov
California State Transportation Agency, Brian C. Annis, Secretary, Brian.Annis@calsta.ca.gov
California State Transportation Agency, Chad Edison, Deputy Secretary, Chad.Edison@calsta.ca.gov

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Tuesday, April 9, 2019 3:35 PM
To: Javier Trueba
Cc: Board (@caltrain.com)
Subject: Received. RE: Bikes on Trains

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Javier Trueba | QA Inspector IV - Lead | Ph 650-754-2353 | jtrueba@uct.com
UCT | South San Francisco | USA

www.uct.com

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From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Wednesday, April 10, 2019 10:14 AM
To: Osborn, Jennifer; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [mailto:@caltrain.com]; 'bikesonboard@sonic.net'
Subject: RE: bike space on caltrain

Dear Ms. Osborn,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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Seamansd@samtrans.com

From: Osborn, Jennifer <Jennifer.Osborn@ucsf.edu>
Sent: Wednesday, April 10, 2019 9:07 AM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; 'bikesonboard@sonic.net' <bikesonboard@sonic.net>
Subject: bike space on caltrain

Gentle persons:

I'm so excited about the new electric trains.

I ride my bike in SF and take it on Caltrain and wanted to emphasize how important it is to me that there are enough bike spaces on the trains and that I can sit somewhere near my bike (when able). At present, I get bumped because the bike car is already full which is so frustrating – more bike capacity is key.

I read that the minimum bike spaces per 7-car train should be 84. I'd encourage that number to be even higher if possible, peak commute hours can be brutal. At worst, unused bike space becomes viable space for passengers to stand.

I would love, come 2022, to know that I can board the train I want to catch when I'm with my bike.

Best,
Jennifer Osborn

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, April 25, 2019 4:46 PM
To: 'Bikes on Board'; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary
[@caltrain.com]; Caltrain, Bac (@caltrain.com)
Subject: RE: Alternatives for EMU reconfiguration for April 17 workshop

Dear BIKES ONboard,

Thank you for taking the time to send us your thoughts and for sharing your ideas at the joint workshop that occurred on April 17. Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

Best,
Lori Low

From: Bikes on Board [mailto:bikesonboard@sonic.net]
Sent: Monday, April 15, 2019 10:56 AM
To: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; Caltrain, Bac (@caltrain.com)
Subject: Alternatives for EMU reconfiguration for April 17 workshop

Dear Chair Gillett and Directors of the Joint Powers Board,
Thank you for taking public input on EMU reconfiguration. Please see the attached file for our recommendations with to-scale drawings for bike-car reconfiguration for consideration at the April 17 workshop.
Please let us know if you have any questions.
Respectfully,
BIKES ONboard Team

Alternatives for Caltrain Electric Train Reconfiguration

Overarching Requirements

1. 8:1 ratio of seats-to-bike-spaces as mandated by the Joint Powers Board
2. At least half as many seats as bike spaces within view of bikes (same as today) to deter bike theft and keep trains on time

Capacity Cheat Sheet

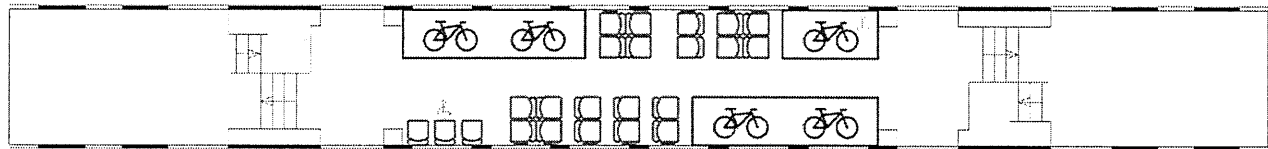
	Bike Cars	Bike Spaces	Seats	Satisfies seats within view of bikes	Ratio of seats-to-bike-spaces
Today's diesel fleet	2 or 3	77	687	Yes	8.9 to 1
6-car EMU (electric multiple unit)	2	72	567	No	7.9 to 1
7-car EMU limited to 3 bike cars	3	72	667	No	9.3 to 1
7-car EMU recommendation #1	4	80	661	Yes	8.3 to 1
7-car EMU recommendation #2	7	84	660	Yes	7.9 to 1

6-car EMU train; 7th car will be E (powered)

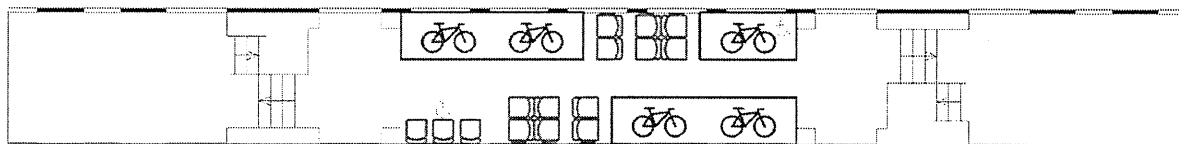


Recommendation #1: Four bike cars

D/F car (unpowered) -- two per trainset



E car (powered) -- two per trainset

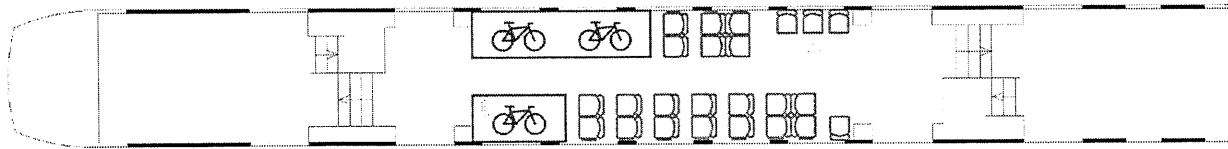


Features:

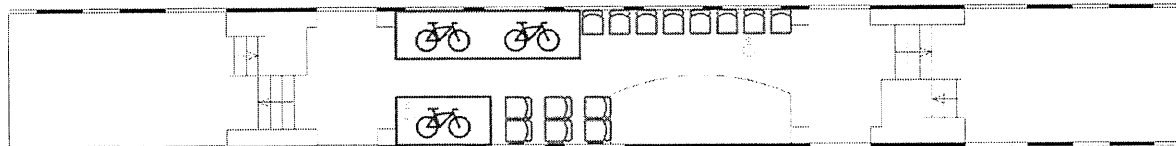
- ✓ Each bike car has at least half as many fixed seats as bikes to deter bike theft and keep trains on time
- ✓ All bike cars have the same layout with regard to bike racks for consistency and manufacturing efficiency
- ✓ Distributes bike boardings at four cars to reduce dwell time (time train waits at the station for boarding/deboarding)

Recommendation #2: Bikes in Every Car

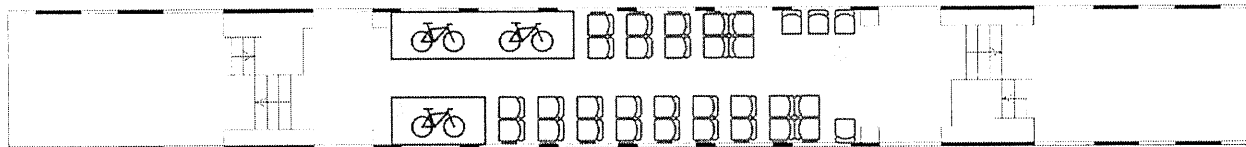
B car (cab)



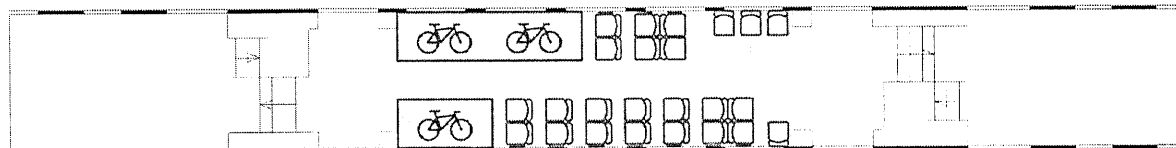
C car (bathroom)



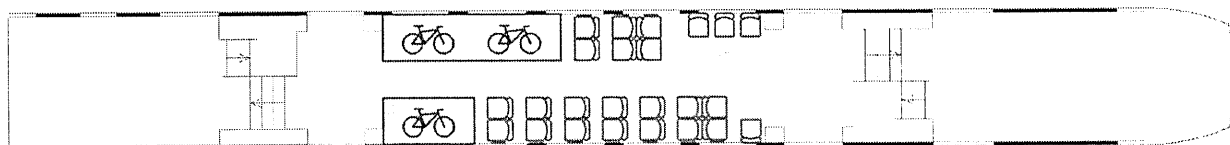
D/F car (unpowered) -- two per trainset



E car (powered) -- two per trainset



A car (cab)



Features:

- ✓ All but one car have more fixed seats than bike spaces to deter bike theft; the bathroom car has half as many fixed seats as bike spaces plus 9 folding seats to deter bike theft
- ✓ All cars have the same layout with regard to bike racks for consistency and manufacturing efficiency
- ✓ Distributes bike boardings at all cars to reduce dwell time
- ✓ Readily scalable to longer trainsets

Both recommendations include the following space-saving measures:

- No tables between seats in the bike area
- Two bike corrals have been combined with no separator in between

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Monday, April 15, 2019 8:04 AM
To: Tracy Rydel
Cc: Caltrain, Bac (@caltrain.com); janice@sfbike.org; Board (@caltrain.com)
Subject: RE: I support seats in view of bikes on the new Caltrain bike cars

Hello,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Kind Regards,

Dora Seamans, MPA, CMC
Executive Officer/District Secretary
SamTrans, Executive Administration
1250 San Carlos Ave
San Carlos, CA 94070

Tel: 650-508-6242
Seamansd@samtrans.com

-----Original Message-----

From: Tracy Rydel <tracyrydel@gmail.com>
Sent: Saturday, April 13, 2019 2:26 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; janice@sfbike.org
Subject: I support seats in view of bikes on the new Caltrain bike cars

Please know that I ride Caltrain daily to Stanford from San Jose, and it is essential that bikers have seats on the same car as their bike in view of their bike. I rely completely on my bicycle; losing it would be akin to having one's care stolen.

Also, please know that bikers need to sit during the train ride! We work during our commute, too, and we really need that time with our computers to add productivity to our work day.

Please keep us in mind when designing your new bike cars, and THANK YOU for providing such an incredible commute for Bay Area bikers!

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Monday, April 15, 2019 8:05 AM
To: Sachs Ielmorini; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [mailto:caltrain@caltrain.com]; bikesonboard@sonic.net
Subject: RE:

Hello,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Dora Seamans, MPA, CMC
Executive Officer/District Secretary
SamTrans, Executive Administration
1250 San Carlos Ave
San Carlos, CA 94070
Tel: 650-508-6242

Seamansd@samtrans.com

-----Original Message-----

From: Sachs Ielmorini <sielmorini@gmail.com>

Sent: Friday, April 12, 2019 11:05 PM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; bikesonboard@sonic.net

Subject:

Thanks for listening to the public about bike capacity and organization. We really need seats within view of our bikes.

Please remember that seven-car trains need 84 bike spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces. Today's diesel trains have 77 bike spaces per train on average.

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

Please do a good job with this.

Sacha Ielmorini

Sent while on the go between here and there.

From: Jason Muehring <jmuehring@gmail.com>
Sent: Monday, April 22, 2019 10:45 AM
To: Board (@caltrain.com)
Subject: Union Pacific Trains Wrecking People's Lives in Downtown San Jose

Dear Caltrain Board Members,

My name is Jason Muehring, and I've in Downtown San Jose for the last twenty years. I would like to make you aware of a significant crisis facing several downtown neighborhoods. For at least the last twenty years, the residents of Downtown San Jose had become accustomed to a Union Pacific train traveling though our city a few times per week and sometimes twice in one day, always in the middle of the day. In February of this year, Union Pacific implemented a major change to their operating schedule. The new schedule now has six to eight trains running per day including four trains in the middle of the night. On a day last week, the train came at 11 PM, 3:15 AM, 4:25 AM, 4:55 AM, and several more times that morning! This has made sleeping practically impossible.

There are thousands of our city's people who are affected by the noise and at least hundreds who are affected severely. One of my former neighbors at 350 North 2nd Street in San Jose sent me this video captured on March 1st at 2:07 AM. This is directly outside his window. <https://youtu.be/twEZTs8rQYk>

I live about one and half blocks from the train tracks and am one of the thousands affected by the noise. I'm woken up almost every other day despite having double-pane windows and using white noise devices and earplugs. I know I am more fortunate than many of my neighbors who live closer to the tracks and cannot afford costly noise mitigation solutions. I'm mostly working here on their behalf, for the residents who live in one of the hundreds of housing units built directly adjacent to the tracks. Their lives, including the lives of many infants and school-age children, are in total disarray from Union Pacific's new middle of the night schedule.

Unfortunately our city leaders are a bit embarrassed and helpless here. They simply did not anticipate this kind of behavior from Union Pacific since there was no history of night trains going back at least twenty years, and by some long time residents' accounting, no history within the last forty years. The only remedy San Jose can implement is the establishment of a "quiet zone" that gives the nearby residents relief from the 120 decibel train horn blasts. San Jose has approved the study that will begin in May, but this will take at least two months and possibly many more months or years to build.

US Congresswoman Zoe Lofgren is also engaged on this issue. She is trying to work an agreement in Washington DC with the Federal Railroad Administration. However, this could also take months to years before any progress is made. Meanwhile, we are really suffering from constant sleepless nights in San Jose.

Several motivated community members have learned that the trains passing through Downtown San Jose in the middle of the night merge onto Caltrain tracks. We learned Union Pacific leases use of these tracks from Caltrain in its route to South San Francisco. Since our city and state have no jurisdiction to influence federally regulated Union Pacific's operating schedule, and Union Pacific has been completely unwilling to consider any changes to its schedule, we are looking at other dependencies they have to help resolve this nightmare situation.

We know Union Pacific has a major dependency on Caltrain.

We are formally and urgently requesting Caltrain discontinue allowing Union Pacific from using Caltrain's train tracks between the hours of 11pm and 6am until San Jose can implement its quiet zone crossing enhancements.

Please help us resolve this assault by Union Pacific on our community.

Sincerely,
Jason Muehring
(650) 823-5348

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 11:34 AM
To: 'Clark Gates-George'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Workshop on Bike-Car Reconfiguration - April 17, 2019

Dear Clark,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process is occurring throughout the spring examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. As you know, on April 17, Caltrain hosted a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop, which included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Clark Gates-George [mailto:clark.gates.george@gmail.com]

Sent: Tuesday, April 16, 2019 8:56 AM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net

Subject: Workshop on Bike-Car Reconfiguration - April 17, 2019

To whom it may concern:

Thanks very much for planning this public workshop on bike car reconfiguration, I've been so grateful to take my bike on Caltrain the past several months and plan to continue doing so.

At the workshop we would love to:

- View complete plans for all 7-car layouts to understand how the new cars will impact the experience of bringing bikes on the train
- Hear the overall plans and thinking behind them in greater detail
- Remind the board that the 7-car trains will need 84 bikes spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces. Note that today's diesel trains have 77 bike spaces per train on average
- Thank you again for giving us an opportunity to share our perspective

Bike riders are often bumped today and we want to make sure capacity accommodates the need for space when the new trains start service in 2022. I love using my bike for transit and I love seeing others do the same - it breaks up the work day perfectly, keeps us happier and healthier, is better for the environment, and so much more.

Please help us by considering the impact of these new car designs.

Thanks for reading,

Clark

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 11:47 AM
To: 'Chris'; Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: RE: New electrified train bike cars

Dear Chris,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

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While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Chris [mailto:paperplanepilot@yahoo.com]

Sent: Monday, April 08, 2019 5:36 PM

To: Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]

Subject: New electrified train bike cars

It has come to my awareness that Caltrain is considering not having seats in the bike car when the new electrified system takes effect. I understand you are trying to create more bike space with this approach, however, the idea does it the expense of my bike's security. Having people in seats is a deterrent to some stealing and walking away with my bike. As a daily bike train commuter since 2001, I urge you to not follow through with this idea.

Thank you,
Chris Holland
San Jose, CA
650 766 5873

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 1:16 PM
To: 'David Edwards'; Mccauley, Ryan
Cc: Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Caltrain EMU Layout proposals

Hi Dave,

Thank you for the additional feedback. The Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop held on April 17, included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

We agree that a bike share program along the Peninsula and corridor is extremely important. Our new station access planner is currently developing a strategic plan for corridor-wide bike share. He's also looking to implement e-locker system-wide and is reworking management of the keyed lockers.

Thank you again for your input as we work to improve the system for all our riders.

Best,
Lori

From: David Edwards [mailto:daveedward@gmail.com]
Sent: Tuesday, April 02, 2019 10:06 PM
To: Mccauley, Ryan
Cc: Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Re: Caltrain EMU Layout proposals

Hi Ryan,

Thanks for writing back and the quick response.

I am aware of the current initiatives. Unfortunately I am unable to attend the meeting of the board this Thursday due to work commitments, so wanted to make sure to add my voice to the other bike riders who want to ensure that the current bike capacity & bike ratios are being maintained or enhanced. No one likes to have to stand on a full train, but standing on the train is better than being bumped, as has happened to me a few times with my bike.

I'm sending these emails to you & the Caltrain board since the board meeting time makes it hard for commuters to attend and have a chance to voice concerns that the proposals being putting forward at the April 17th event are not going to meet capacity levels and provide theft-deterrence; none of the three suggested proposals do. I'd intended to attend regardless of it making me late for work, but I have a meeting that I am not able to avoid. It is still important that board understand that riders are expecting them to honor levels of bike capacity they previously unanimously agreed upon, and also to provide seating for bike rides that is in view of their bikes to deter theft.

I would love to participate in a dockable bikeshare program and not have to deal with bringing a bike onto the train, but as I live further down the peninsula, no one seems interested in providing one, at least with access to Caltrain stations. We have had several bike share programs start and fail. Bay Area bikeshare never had a California Avenue station for all the time I have been riding, and they pulled out of Palo Alto Caltrain with no replacement. (Which was a bit of a moot point as there was no endpoint station near my work, unfortunately). I would love to take advantage of bike lockers & secure bike parking. However the bikable part of my commute is to/from my work, and Caltrain bike racks - especially overnight or the weekend - are just shops for thieves.

All the bike lockers are full, have long waiting lists, and there are no signs of new lockers being built and no announcements of any new ones being built in south bay, especially at CalAve. there also don't seem to be any updates posted to the bike parking proposal for almost 18 months at this point, and I have a feeling this means the south bay won't be seeing any usable expansions under that plan. New initiatives might benefit riders in San Francisco, but there's very trickle down to the south bay, and looks like per usual we're being left hung out to dry.

Since current options that don't involve putting my bike on Caltrain are unlikely to be viable for me in any reasonable time frame, I need to make sure that Caltrain remains bike friendly;, otherwise Caltrain will have one less rider and the roads will have one more car, a situation I believe the Caltrain board and myself would not want to see come about.

Thanks,
Dave

On Tue, Apr 2, 2019 at 1:15 PM Mccauley, Ryan <MccauleyR@samtrans.com> wrote:

Hi David,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Ryan McCauley, Gov. & Community Affairs Specialist

1250 San Carlos Ave. San Carlos, CA 94070

Direct: 650.622.8087 Cell: 650.730.4022

San Mateo County Transit District



From: David Edwards <daveedward@gmail.com>

Sent: Saturday, March 30, 2019 6:57 AM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; bikesonboard@sonic.net

Subject: Caltrain EMU Layout proposals

Hello Caltrain Board,

I am writing this email to lend my voice to the people asking that you please do not allow the current seat-to-bicycle space ratio to be lowered.

I am a near daily rider on Caltrain, and the current proposals for bike spaces on Caltrain are insufficient. We need to have space for more bikes, not less, and the bikes need to be kept visible to riders to deter theft that is rampant in the state and the bay area with the reduction of penalties for petty theft.

My workplace fortunately allows me to be flexible with my arrival and departure from work which allows me take less-crowded off-peak trains in the morning. If it this were not the case, it would be very difficult for me to be able to use my bicycle with Caltrain as my commute, and would need to reconsider using Caltrain and possibly go back to driving.

I ride from Diridon to California Avenue, and the peak morning trains especially are always nearly full. I don't believe that the leveling off of bike ridership on Caltrain represents a leveling off of demand, but the reality that trying to juggle a bike in a bike car that is at or near capacity isn't something most people want to go through daily, and a bicyclist wouldn't need to be bumped from their train very often to make them decide to commute through other means. I fear that is what would happen to me if the current EMU train layout proposals are implemented that reduce bicycle capacity.

Thank you for your time and attention,

David Edwards
Resident of Campbell working in Palo Alto

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 1:21 PM
To: 'Stephen P. Lambe'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bikes on Caltrain

Dear Stephen,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process is occurring throughout the spring examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements (you can see the materials presented at the workshop here). Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Stephen P. Lambe [mailto:stephenlambe@gmail.com]

Sent: Wednesday, March 27, 2019 11:19 AM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net

Subject: Bikes on Caltrain

To whom it may concern,

As a San Francisco resident and Mountain View company employee, I bike to/from Caltrain 3-4 days per week (the rest I cycle or work remotely). Caltrain is a great option for commuters and I want Caltrain to continue to be viable for bike commuters as the trainset transition starts. To that end, it's important that bike commuters be thoughtfully incorporated into the layout choices. For the upcoming workshop on April 17, Caltrain staff needs to give more flexibility. Specifically:

1/ staff should provide drawings of *all* seven cars to workshop attendees

2/ continue to honor the 8:1 ratio for seats-to-bike spaces that was approved by Caltrain's board back in 2015.

This means 84 bike spaces per seven-car EMU train

One final comment about bike, scooter and other micromobility sharing options, all of which I am a big supporter. This is a very dynamic time period for these companies as they seek profitable business models, with lots starting and stopping. While I believe options will continue to expand, it's unwise for Caltrain to count on a certain level of service as it conducts planning on this time horizon. More importantly, the suburban cities of the peninsula need to make major investments in higher density housing, office space and road infrastructure before these become realistic options for commuters.

Thank you for your time and consideration,

Stephen Lambe

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 1:22 PM
To: 'Juan Martinez-Sykora'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: workshop: drawing and 8:1 ratio

Dear Juan,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

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While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

-----Original Message-----

From: Juan Martinez-Sykora [mailto:jumasy1980@gmail.com]

Sent: Tuesday, March 26, 2019 6:51 PM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net

Subject: workshop: drawing and 8:1 ratio

Hi,

I would like to ask that (1) staff should provide drawings of all seven cars at the workshop, not just three cars, and (2) honor the 8:1 ratio of seats-to-bike spaces unanimously approved by the board in 2015, that is, 84 bike spaces per seven-car EMU train.

Thanks.

Juan

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 1:26 PM
To: 'Yoichi Shiga'; Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Biker-passengers are people too!

Hi Yoichi,

I apologize the link wasn't working, here's the information about the [17% increase in onboard bike capacity](#).

In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process is occurring throughout the spring examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements (you can see the materials presented at the workshop [here](#)). Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

All best,
Lori

From: Yoichi Shiga [mailto:yoichishiga@gmail.com]
Sent: Tuesday, March 26, 2019 11:30 AM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Re: Biker-passengers are people too!

Hi Lori,

Thank you for the email. I appreciate the response and while you listed a lot of things that you say Caltrain is doing to help meet the needs of bike passengers, the actions Caltrain is taking makes it seem like Caltrain's own business goals are targeted towards keeping bike passengers to a minimum. The link that you provided here : *"Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#)."* does not work so I cannot evaluate this claim. The comment about trains are getting busier and so you can't remove seats doesn't make sense *"While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes"* - isn't Caltrain designing new cars as we speak? This seems like the time to think hard and make a sustainable plan for the future. And the statement about how the ridership *"the landscape has drastically changed with ridership nearly doubling since the beginning of this decade."* seems a bit out of touch - it has been a gradual change - I have watched it as a rider for the past 6 years and Caltrain seems to always be catching up rather than pro-actively planning for changes.

Second, the bike security task force is a good start but from personal experience - when I have had lights and fenders stolen off of my bike as it sits on the train and I go to tell the conductor, the conductors are defensive and repeat the same line "Caltrain is not responsible for any of your belongings - you are responsible for keeping track of your own belongings on the train" - which while I know is legally correct sure makes it seem like they don't care. Conductors don't provide any information about who to report the theft to nor do they

provide information about going to the Caltrain website. I don't think a taskforce needs to be assembled to have this simple policy enacted. It is really awful to have your stuff stolen and on top of that to then get all muddy from the rainy roads without a fender or even worse have to ride in the dark because a light was stolen.

I really think Caltrain can do a lot of good here with respect to bike passengers and should welcome these challenges as ways to improve it's service

Regards,
Yoichi

Yoichi Shiga
yshiga@carnegiescience.edu
yoichishiga@gmail.com

On Tue, Mar 19, 2019 at 1:50 PM Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Yoichi,

Thank you for your feedback. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who

want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here. We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,

Lori

From: Yoichi Shiga [mailto:yoichishiga@gmail.com]

Sent: Tuesday, March 05, 2019 1:51 PM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net

Subject: Biker-passengers are people too!

Dear Caltrain Board,

In the recent rider survey a question was posed that clearly shows the bias of Caltrain as an organization that pits walk-on passengers against passengers that bring their bikes on board. It is unfortunate that Caltrain does not treat its passengers equally and that bike-passengers are treated as second class riders. Getting bumped from a train is an experience that NO walk-on passenger would tolerate and yet it is okay for bikers to have to endure. Additionally, Caltrain is pitting walk-on passengers against bike-passengers - a toxic continuation of Caltrain 's trend to demonize bike-riders - as evident by Caltrain's organization and staff continual disrespect and blame of issues on bike riders. Caltrain continues to treat bikers as problem passengers rather than a dedicated, lively, active core group of passengers who will not give-up on Caltrain - something many walk-on passengers will do during delays and timing issues. All passengers deserve respect and Caltrain needs to be an agent of positive change rather than a stoker of irrational fear and negativity. The future of Caltrain depends on doing service to all of its riders and Caltrain would be failing if that goal if they reduced bike capacity on future train designs.

Biker-passengers are people too!

Think about it...

Yoichi

(bike-Caltrain-bike commuter)

Yoichi Shiga
yoichishiga@gmail.com

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, April 25, 2019 9:55 AM
To: 'Karen Stevenson'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: RE: I attended the Bike Reconfiguration workshop last week

Dear Karen,

Thank you for participating in the workshop, and for making a bike and Caltrain part of your commute. Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design, and the Electrification Project brings a 17% increase in onboard bike capacity. Insights and feedback from the workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

As you know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan. While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

Again, we thank you for taking the time to send us your thoughts. Your additional thoughtful feedback is much appreciated and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Karen Stevenson [mailto:kkes422@gmail.com]
Sent: Wednesday, April 24, 2019 3:20 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: I attended the Bike Reconfiguration workshop last week

Hello Caltrain board,

I am writing to thank you for holding the Bike Car Reconfiguration workshop last week. I hope that the comments made to rethink the current options for the bike car design are taken seriously.

I would like to ask that you continue to honor the ratio that was set up by the board in 2015 that allows 84 bike spaces per train. I think it was obvious from the workshop this is really hard to do that with limiting the bike cars to 2 or 3 cars. Might you consider 4 cars to better accommodate seats and bikes?
It so important to be able to have seats within view of the bikes to deter theft.

Also, after the meeting as I was riding the Caltrain home, I was thinking about the proposal of the group that had seats by the entrance and exit and the bike spaces in the middle. While it may sound like it could deter theft, it really is an impractical idea. The width of the train does not allow someone to pass through easily with their bike between seats - it would certainly inhibit the flow of getting on and off with bikes.

Lastly, I really appreciate being able to bring my bike on board. By riding my bike, I get exercise, leave less of a carbon footprint, and save 45 minutes each day on my commute (compared to when I have no bike). Since my commute is typically 1 hour 20 min one way, 45 min is huge!

Thank you for considering my comments.

Sincerely

Karen Stevenson

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, April 25, 2019 9:48 AM
To: 'Terry Rolleri'; Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Bicycle Access to New Train Cars

Dear Terry,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process is occurring throughout the spring examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements (you can see the materials presented at the workshop here). Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Terry Rolleri [mailto:terryrolleri@yahoo.com]

Sent: Tuesday, April 23, 2019 9:55 PM

To: Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com); bikesonboard@sonic.net

Subject: Bicycle Access to New Train Cars

Dear Caltrain Board:

It has come to my attention that Caltrain will soon be ordering new rail cars. As a long time passenger, this is probably a good time for me to weigh in on the layout of these new cars.

I've been a Caltrain passenger since the early 1980s, before the trains carried bicycles. My mother lived in San Carlos and I would often take the train from San Francisco to San Carlos to visit her. Back then it took quite a while to get from my house to my mother's house. I live in the outer Richmond District of San Francisco. It takes two MUNI buses and about one hour to reach the station at 4th and King. After my train ride to San Carlos I would get off and spend another hour walking to my mother's house. (Sam Trans did not provide any other option.) Sometimes I would not bother taking the train because I discovered that I could actually cycle from my house in San Francisco to my mother's house in San Carlos in approximately the same amount of time. This all changed in the early 90s when Caltrain began carrying bicycles. I could then ride to the San Francisco station in about half the time it took by bus. When I detrained in San Carlos, it took only 20 minutes to cycle to my mother's house. The train/bike combo was a huge time saver for me, as it still is today.

I tell you this story to emphasize how useful the bicycle/train combo is both for passengers with bikes as well as for Caltrain. Bicycle passengers save Caltrain money because we do not require the construction of expensive, subsidized parking lots. Neither do we require subsidized bus service to reach the stations. In the world of transportation, we are the "cheap date."

For those not familiar with Caltrain in the early 1990s, the first trains offering bicycle access only carried 12 bikes in one car. The bike program was, understandably, incredibly popular and quickly grew to 24 bikes, still in one car. Today Caltrain carries even more bikes in two or three cars and should expand to all cars. For those who do not ride a bike, let me explain why the train/bike combo is so useful. A bicycle is like a car. It goes where YOU want it to go, when YOU want it to go there. It runs on YOUR schedule. It is a private vehicle. The only limitation is how far and how fast. But the train turns this all on it's head making it possible for people of average physical ability to commute greater distances than would normally be possible. This is how San Francisco residents routinely commute by bicycle to the Silicon Valley or locations even further south.

Quite simply, the bicycle is not as useful without the train, and the train is not as useful without the bike. Caltrain would be well advised to accept this reality and do everything possible to increase bicycle capacity, whether it be on the trains or in the stations. The bike station at 4th/King is a good example of how to reduce demand for on-board access without turning away passengers. Whenever I do not need my bike at the other end of my trip, I leave it safely at the bike station. Perhaps in the future we will need more of these bike stations. One thing is certain, the train/bike combo is going to appeal to more and more passengers and we will definitely need as much on-board capacity as the trains can provide.

Caltrain should be proud of the various options it provides to the travelling public. If we want to reduce congestion and pollution, and if we want to get people out of their cars, then we must continue to innovate and provide the public with as many transportation options as can be envisioned.

Sincerely,

Terry Rolleri

From: Karen Stevenson <kkes422@gmail.com>
Sent: Wednesday, April 24, 2019 3:20 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: I attended the Bike Reconfiguration workshop last week

Hello Caltrain board,

I am writing to thank you for holding the Bike Car Reconfiguration workshop last week. I hope that the comments made to rethink the current options for the bike car design are taken seriously.

I would like to ask that you continue to honor the ratio that was set up by the board in 2015 that allows 84 bike spaces per train. I think it was obvious from the workshop this is really hard to do that with limiting the bike cars to 2 or 3 cars. Might you consider 4 cars to better accommodate seats and bikes?
It so important to be able to have seats within view of the bikes to deter theft.

Also, after the meeting as I was riding the Caltrain home, I was thinking about the proposal of the group that had seats by the entrance and exit and the bike spaces in the middle. While it may sound like it could deter theft, it really is an impractical idea. The width of the train does not allow someone to pass through easily with their bike between seats - it would certainly inhibit the flow of getting on and off with bikes.

Lastly, I really appreciate being able to bring my bike on board. By riding my bike, I get exercise, leave less of a carbon footprint, and save 45 minutes each day on my commute (compared to when I have no bike). Since my commute is typically 1 hour 20 min one way, 45 min is huge!

Thank you for considering my comments.

Sincerely

Karen Stevenson

From: Seamans, Dora on behalf of Board (@caltrain.com)
Sent: Thursday, April 18, 2019 8:07 AM
To: Anthony Sgroi; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); bikesonboard@sonic.net; cacsecretary [@caltrain.com]
Subject: RE: Bikes on electric trains

Dear Mr. Sgroi,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Dora Seamans, MPA, CMC
Executive Officer/District Secretary
SamTrans, Executive Administration

1250 San Carlos Ave
San Carlos, CA 94070
Tel: 650-508-6242
Seamansd@samtrans.com

From: Anthony Sgroi <asgroi@carbon3d.com>

Sent: Wednesday, April 17, 2019 5:21 PM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; bikesonboard@sonic.net; cacsecretary
[@caltrain.com] <jpbcacsecretary@samtrans.com>

Subject: Bikes on electric trains

Glad to hear that Caltrain is electrifying its trains in the future and taking public input on what we would like to see. Please make sure to increase bike capacity on the new trains. There is nothing more frustrating than getting bumped from the train because there isn't enough room for my bike. My commute is over 2 hours each way and the parts where I ride my bike are the only enjoyable parts.

Thanks

Tony Sgroi

Milbrae > Redwood City

From: Terry Rolleri <terryrolleri@yahoo.com>
Sent: Tuesday, April 23, 2019 9:55 PM
To: Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bicycle Access to New Train Cars

Dear Caltrain Board:

It has come to my attention that Caltrain will soon be ordering new rail cars. As a long time passenger, this is probably a good time for me to weigh in on the layout of these new cars.

I've been a Caltrain passenger since the early 1980s, before the trains carried bicycles. My mother lived in San Carlos and I would often take the train from San Francisco to San Carlos to visit her. Back then it took quite a while to get from my house to my mother's house. I live in the outer Richmond District of San Francisco. It takes two MUNI buses and about one hour to reach the station at 4th and King. After my train ride to San Carlos I would get off and spend another hour walking to my mother's house. (Sam Trans did not provide any other option.) Sometimes I would not bother taking the train because I discovered that I could actually cycle from my house in San Francisco to my mother's house in San Carlos in approximately the same amount of time. This all changed in the early 90s when Caltrain began carrying bicycles. I could then ride to the San Francisco station in about half the time it took by bus. When I detrained in San Carlos, it took only 20 minutes to cycle to my mother's house. The train/bike combo was a huge time saver for me, as it still is today.

I tell you this story to emphasize how useful the bicycle/train combo is both for passengers with bikes as well as for Caltrain. Bicycle passengers save Caltrain money because we do not require the construction of expensive, subsidized parking lots. Neither do we require subsidized bus service to reach the stations. In the world of transportation, we are the "cheap date."

For those not familiar with Caltrain in the early 1990s, the first trains offering bicycle access only carried 12 bikes in one car. The bike program was, understandably, incredibly popular and quickly grew to 24 bikes, still in one car. Today Caltrain carries even more bikes in two or three cars and should expand to all cars. For those who do not ride a bike, let me explain why the train/bike combo is so useful. A bicycle is like a car. It goes where YOU want it to go, when YOU want it to go there. It runs on YOUR schedule. It is a private vehicle. The only limitation is how far and how fast. But the train turns this all on it's head making it possible for people of average physical ability to commute greater distances than would normally be possible. This is how San Francisco residents routinely commute by bicycle to the Silicon Valley or locations even further south.

Quite simply, the bicycle is not as useful without the train, and the train is not as useful without the bike. Caltrain would be well advised to accept this reality and do everything possible to increase bicycle capacity, whether it be on the trains or in the stations. The bike station at 4th/King is a good example of how to reduce demand for on-board access without turning away passengers. Whenever I do not need my bike at the other end of my trip, I leave it safely at the bike station. Perhaps in the future we will need more of these bike stations. One thing is certain, the train/bike combo is going to appeal to more and more passengers and we will definitely need as much on-board capacity as the trains can provide.

Caltrain should be proud of the various options it provides to the travelling public. If we want to reduce congestion and pollution, and if we want to get people out of their cars, then we must continue to innovate and provide the public with as many transportation options as can be envisioned.

Sincerely,

Terry Rolleri

From: Caltrain, Bac (@caltrain.com)
Sent: Tuesday, April 23, 2019 11:30 AM
To: 'Tess Hanrahan'; Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: RE: Electric trains + bike cars

Dear Tess,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process is occurring throughout the spring examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. We're sorry you couldn't make the Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop on April 17, which included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements, but you can see the materials presented at the workshop here. Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,

Lori

From: Tess Hanrahan [mailto:tess.hanrahan@gmail.com]
Sent: Wednesday, April 17, 2019 5:22 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [mailto:caltrain@caltrain.com]; bikesonboard@sonic.net
Subject: Electric trains + bike cars

Hi there,

Firstly, I would like to thank you for hosting the workshop tonight - I'm unable to attend but certainly appreciate the outreach.

Secondly, I would like to whole heartedly emphasize the importance of taking into consideration the biker experience when designing the new bike cars. Being able to see my bike is crucial during my commute - I've had lights stolen off of it, and I know others have had their bikes stolen and/or damaged. It wouldn't be expected of other passengers to leave their bags containing their valuables in a separate car - I hope the same won't be true for us. Most of our bikes cost minimum \$500 and are hard to replace. It is also incredibly inconvenient getting through the bike car to get off the train with your bike if you aren't able to sit in the same car - you end up battling through the crowds of normal riders waiting to disembark just to get back into the right car, and then you're pushing through bikers and then scrambling to get your bike off in time!

Thirdly - Being able to bring my bike aboard Caltrain is incredibly important to me. I could only take my job in Palo Alto because I can bike. I literally cannot get to work on time without my bike unless I pay for a cab on both ends (no bus lines near my house, and while there is a Stanford shuttle that goes near my office, it departs right after the trains get in and doesn't come again for an hour so if the trains are delayed and you miss it you're kind of stuck). Getting bumped happens, and is a huge inconvenience. I therefore strongly encourage you all to maintain at least the 8:1 ratio of bike spaces on your seven car trains to try to make room for all of us (numbers that I only imagine will increase?).

Lastly, I hope that those attending the meeting tonight are able to see full drawings of the proposed plans for all cars. We're all very excited about this project, and are crossing our fingers that it can work out for everyone. Thanks for all of your work on it!

Best,

commute through other means. I fear that is what would happen to me if the current EMU train layout proposals are implemented that reduce bicycle capacity.

Thank you for your time and attention,

David Edwards
Resident of Campbell working in Palo Alto

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Ryan McCauley, Gov. & Community Affairs Specialist

1250 San Carlos Ave. San Carlos, CA 94070

Direct: 650.622.8087 Cell: 650.730.4022

San Mateo County Transit District



From: David Edwards <daveedward@gmail.com>

Sent: Saturday, March 30, 2019 6:57 AM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; bikesonboard@sonic.net

Subject: Caltrain EMU Layout proposals

Hello Caltrain Board,

I am writing this email to lend my voice to the people asking that you please do not allow the current seat-to-bicycle space ratio to be lowered.

I am a near daily rider on Caltrain, and the current proposals for bike spaces on Caltrain are insufficient. We need to have space for more bikes, not less, and the bikes need to be kept visible to riders to deter theft that is rampant in the state and the bay area with the reduction of penalties for petty theft.

My workplace fortunately allows me to be flexible with my arrival and departure from work which allows me to take less-crowded off-peak trains in the morning. If it were not the case, it would be very difficult for me to be able to use my bicycle with Caltrain as my commute, and would need to reconsider using Caltrain and possibly go back to driving.

I ride from Diridon to California Avenue, and the peak morning trains especially are always nearly full. I don't believe that the leveling off of bike ridership on Caltrain represents a leveling off of demand, but the reality that trying to juggle a bike in a bike car that is at or near capacity isn't something most people want to go through daily, and a bicyclist wouldn't need to be bumped from their train very often to make them decide to

On Tue, Apr 2, 2019 at 1:15 PM Mccauley, Ryan <MccauleyR@samtrans.com> wrote:

Hi David,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. Future ridership growth projections show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a Business Plan.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen here.

From: David Edwards <daveedward@gmail.com>
Sent: Tuesday, April 2, 2019 10:06 PM
To: Mccauley, Ryan
Cc: Board (@caltrain.com); CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Re: Caltrain EMU Layout proposals

Hi Ryan,

Thanks for writing back and the quick response.

I am aware of the current initiatives. Unfortunately I am unable to attend the meeting of the board this Thursday due to work commitments, so wanted to make sure to add my voice to the other bike riders who want to ensure that the current bike capacity & bike ratios are being maintained or enhanced. No one likes to have to stand on a full train, but standing on the train is better than being bumped, as has happened to me a few times with my bike.

I'm sending these emails to you & the Caltrain board since the board meeting time makes it hard for commuters to attend and have a chance to voice concerns that the proposals being putting forward at the April 17th event are not going to meet capacity levels and provide theft-deterrence; none of the three suggested proposals do. I'd intended to attend regardless of it making me late for work, but I have a meeting that I am not able to avoid. It is still important that board understand that riders are expecting them to honor levels of bike capacity they previously unanimously agreed upon, and also to provide seating for bike rides that is in view of their bikes to deter theft.

I would love to participate in a dockable bikeshare program and not have to deal with bringing a bike onto the train, but as I live further down the peninsula, no one seems interested in providing one, at least with access to Caltrain stations. We have had several bike share programs start and fail. Bay Area bikeshare never had a California Avenue station for all the time I have been riding, and they pulled out of Palo Alto Caltrain with no replacement. (Which was a bit of a moot point as there was no endpoint station near my work, unfortunately). I would love to take advantage of bike lockers & secure bike parking. However the bikable part of my commute is to/from my work, and Caltrain bike racks - especially overnight or the weekend - are just shops for thieves.

All the bike lockers are full, have long waiting lists, and there are no signs of new lockers being built and no announcements of any new ones being built in south bay, especially at CalAve. there also don't seem to be any updates posted to the bike parking proposal for almost 18 months at this point, and I have a feeling this means the south bay won't be seeing any usable expansions under that plan. New initiatives might benefit riders in San Francisco, but there's very trickle down to the south bay, and looks like per usual we're being left hung out to dry.

Since current options that don't involve putting my bike on Caltrain are unlikely to be viable for me in any reasonable time frame, I need to make sure that Caltrain remains bike friendly;, otherwise Caltrain will have one less rider and the roads will have one more car, a situation I believe the Caltrain board and myself would not want to see come about.

Thanks,
Dave

From: Board (@caltrain.com)
Subject: RE: Caltrain Bike-Car Configuration

From: Low, Lori <LowL@samtrans.com>
Sent: Thursday, April 25, 2019 4:41 PM
To: 'bserio7@gmail.com' <bserio7@gmail.com>
Cc: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Subject: RE: Caltrain Bike-Car Configuration

Dear Ben,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity.

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In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process is occurring throughout the spring examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. We're sorry you couldn't make the Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop on April 17, which included an interactive activity and robust discussion of possible reconfiguration options for these three cars, as well as station bike and micromobility improvements, but you can see the materials presented at the workshop here. Insights and feedback from this workshop will be considered and factored into a final staff recommendation that also takes into account financial impacts and feasibility of the recommendations.

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement Caltrain's Bike Parking Management Plan and improve bike access.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Ben Serio <bserio7@gmail.com>

Sent: Friday, April 19, 2019 10:19 AM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Ben Serio <bserio7@gmail.com>

Subject: Caltrain Bike-Car Configuration

Caltrain board

I was not able to attend the workshop in San Carlos this week. I hope that you will consider my feedback in this email in my absence.

First, I want to thank you for making the change to electrified trains. This is a great step for the train system and for our environment. Thank you for having the foresight to make this investment.

Thank you for hosting a public workshop on car layout for electric trains. I appreciate your openness to community input. As a daily rider of Caltrain who commutes to and from the train by bike, it is important to me to be able to view my bike while on the train due to theft concerns.

I have tried to do some research on the car layout, but have not been able to find drawings of what each of the cars will look like. Is this something that can be made public so that the community can provide input and feedback?

It is my understanding that seven-car trains need 84 bike spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces. I understand that today's diesel trains have 77 bike spaces per train on average which is below the desired ratio. Remaining in view of my bike is important to be because I am concerned that it could be stolen.

Proper bike car ratios are important because bike riders are often bumped today. When this happens it completely throws off my entire day, often missing at least half of the work day. We need more bike capacity in 2022 when electric trains start running.

Bringing my bike on board is important because there are not enough bike lockers at the Redwood City station for me to leave my bike there. If I can not bring my bike on board I would be forced to 1) drive my car to San Francisco or b) take a ride share which would cost \$20/day or \$100/week more than I currently spend. I can not afford to spend an additional \$100/week on my commute.

I hope that you consider adding more bike capacity to the new Caltrain cars with eyesight of the rider.

Thank you for considering my feedback, and please feel free to reach out to me if you have any questions or need additional information.

--

Ben Serio

2638 Brewster Ave, Redwood City

From: Jason Muehring <jmuehring@gmail.com>
Sent: Thursday, April 25, 2019 4:23 PM
To: Board (@caltrain.com)
Cc: ederuy@bayareanewsgroup.com
Subject: Union Pacific Trains Wrecking People's Lives in Downtown San Jose

CC: San Jose Mercury News

Dear Caltrain Board Members,

My name is Jason Muehring, and I've lived in Downtown San Jose for the last twenty years. I would like to make you aware of a significant crisis facing several downtown neighborhoods. For at least the last twenty years, the residents of Downtown San Jose had become accustomed to a Union Pacific train traveling through our city a few times per week and sometimes twice in one day, always in the middle of the day. In February of this year, Union Pacific implemented a major change to their operating schedule. The new schedule now has six to eight trains running per day including four trains in the middle of the night. On a day last week, the train came at 11 PM, 3:15 AM, 4:25 AM, 4:55 AM, and several more times that morning! This has made sleeping practically impossible.

There are thousands of our city's people who are affected by the noise and at least hundreds who are affected severely. One of my former neighbors at 350 North 2nd Street in San Jose sent me this video captured on March 1st at 2:07 AM. This is directly outside his window. <https://youtu.be/twEZTs8rQYk>

I live about one and half blocks from the train tracks and am one of the thousands affected by the noise. I'm woken up almost every other day despite having double-pane windows and using white noise devices and earplugs. I know I am more fortunate than many of my neighbors who live closer to the tracks and cannot afford costly noise mitigation solutions. I'm mostly working here on their behalf, for the residents who live in one of the hundreds of housing units built directly adjacent to the tracks. Their lives, including the lives of many infants and school-age children, are in total disarray from Union Pacific's new middle of the night schedule.

Unfortunately our city leaders are a bit embarrassed and helpless here. They simply did not anticipate this kind of behavior from Union Pacific since there was no history of night trains going back at least twenty years, and by some long time residents' accounting, no history within the last forty years. The only remedy San Jose can implement is the establishment of a "quiet zone" that gives the nearby residents relief from the 120 decibel train horn blasts. San Jose has approved the study that will begin in May, but this will take at least two months and possibly many more months or years to build.

US Congresswoman Zoe Lofgren is also engaged on this issue. She is trying to work an agreement in Washington DC with the Federal Railroad Administration. However, this could also take months to years before any progress is made. Meanwhile, we are really suffering from constant sleepless nights in San Jose.

Several motivated community members have learned that the trains passing through Downtown San Jose in the middle of the night merge onto Caltrain tracks. We learned Union Pacific leases use of these tracks from Caltrain in its route to South San Francisco. Since our city and state have no jurisdiction to influence federally regulated Union Pacific's operating schedule, and Union Pacific has been completely unwilling to consider any changes to its schedule, we are looking at other dependencies they have to help resolve this nightmare situation.

We know Union Pacific has a major dependency on Caltrain.

We are formally and urgently requesting Caltrain discontinue allowing Union Pacific from using Caltrain's train tracks between the hours of 11pm and 6am until San Jose can implement its quiet zone crossing enhancements.

Please help us resolve this assault by Union Pacific on our community.

Sincerely,
Jason Muehring
(650) 823-5348