



REVISED 7/8/2019

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

July 11, 2019 – Thursday

10:00 am

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 Special Meeting Minutes of June 6, 2019 MOTION
- b. Approve Meeting Minutes of June 6, 2019 MOTION
- c. Accept Statements of Revenues and Expenditures for May 2019 MOTION
- d. Receive Key Caltrain Performance Statistics for May 2019 INFORMATIONAL
- e. Receive State and Federal Legislative Update INFORMATIONAL
- f. Receive Caltrain Business Plan June Monthly Update INFORMATIONAL
- g. Approve and Ratify of the Fiscal Year 2020 Property Insurance Program RESOLUTION
- h. Update on the San Jose Diridon Integrated Station Concept Plan INFORMATIONAL

5. Report of the Chair

6. Nominating Committee Report for the Citizens Advisory Committee MOTION

- a. Reappointment and Appointment of the Citizens Advisory Committee Members

7. Report of the Citizens Advisory Committee

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
July 11, 2019 Agenda

8. Report of the Executive Director
 - a. Peninsula Corridor Electrification Project Monthly Report for May 2019 INFORMATIONAL
 - b. Monthly Report on Positive Train Control System INFORMATIONAL
 - c. Caltrain Business Plan July Update INFORMATIONAL
9. Increase Executive Director's Construction Contract Change Order Authority and Authorize Amendment to Pipeline Relocation Contract with PG&E for the 25th Avenue Grade Separation Project RESOLUTION
10. 2019 Annual Passenger Counts Presentation INFORMATIONAL
11. Correspondence
12. Board Member Requests
 - a. Request to Consider Resolution to Undertake Procurement for General Counsel and Legal Advisory Services (Director Shamann Walton) RESOLUTION
13. General Counsel Report
 - a. Closed Session: Conference with Legal Counsel – Anticipated Litigation
Initiation of litigation pursuant to Government Code Section 54956.9(d)(4): One potential case
14. Date/Time of Next Regular Meeting: Thursday, August 1, 2019 at 9:00 a.m. San Mateo County Transit District Administrative Building, 2nd 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
1250 San Carlos Avenue, San Carlos CA 94070

MINUTES OF JUNE 6, 2019
SPECIAL MEETING

MEMBERS PRESENT: C. Brinkman, J. Bruins, C. Chavez, R. Collins, D. Davis,
C. Stone, S. Walton, D. Pine, G. Gillett

MEMBERS ABSENT: None

STAFF PRESENT: J. Hartnett, C. Mau, J. Cassman, J. Brook, A. Chan,
M. Jones, M. Bouchard, D. Hansel, J. Epstein, C. Fromson, J.
Funghi, D. Hansel, D. Lieberman, S. Murphy
S. Petty, M. Reggiardo, D. Seamans, S. van Hoften

ROLL CALL

Chair Gillian Gillett called the meeting to order at 9:06 a.m.

PUBLIC COMMENT

Roland Lebrun, San Jose, commented on the Executive Director reporting directly to the Board of Directors in relation to Stadler.

Davis Cary, Belmont, provided suggestions on having most agenda items in open session versus closed session.

GENERAL COUNSEL REPORT

Closed Session: Public Employee Performance Evaluation
Pursuant to Government Code Section 54957(b)(1)
Title: Executive Director

Reconvened to Open Session at 10:12 a.m.

Shayna van Hoften, Legal Counsel stated the Board met in closed session and no reportable action was taken.

ADJOURN

The special meeting adjourned at 10:11 a.m.

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

MINUTES OF JUNE 6, 2019

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

MEMBERS ABSENT: None

STAFF PRESENT: J. Hartnett, C. Mau, T. Bartholomew, M. Bouchard, J. Brook, A. Chan, D. Hansel, B. Fitzpatrick, C. Fromson, J. Funghi, D. Hansel, J. Lipps, L. Millard-Olmeda, S. Petty, C. Scarella, D. Seamans, S. van Hoften

CALL TO ORDER/PLEDGE OF ALLEGIANCE

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

ROLL CALL

District Secretary Dora Seamans called the roll and confirmed all present.

Chair Gillett announced changes to the agenda as follows: Item#13 Update on the San Jose Diridon Integrated Station Concept Plan deferred to the July agenda and moved Item# 11 Electric Train Reconfiguration and Bike Improvements at Stations, Associated Change Order to Stadler, USA Inc. Contract up to follow after Item# 8 Report of the Executive Director.

PUBLIC HEARING FOR ENERGY SERVICE CONTRACT FOR ENERGY-EFFICIENT LIGHTING RETROFIT AT 20 CALTRAIN STATIONS

Award of Contract to A Bright Idea for Energy-Efficient Lighting Retrofit of 20 Caltrain Stations

Amelia Timbers, Principal Planner, Sustainability provided a report on the project, highlights including the following: the project will retrofit approximately 2,726 lights located on platforms, passenger shelters, pedestrian underpasses, parking lots and other buildings at 20 Caltrain stations; the efficient light-emitting diode (LED) lights are expected to reduce electricity costs by approximately \$261,000 per year and will reduce maintenance costs due to longer expected product lifetimes. She also noted that the project will commence this Fall, and will conclude in December 2019 to allow the JPB to submit documentation of project completion by the end of the year to receive approximately \$210,000 in PG&E energy-efficiency rebates coordinated through San Mateo County Energy Watch (SMCEW).

Staff provided further clarification in response to Board comments and questions. The presentation can be found on the Caltrain website link provided here:

[http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/2019/Findings+\\$!26+Award+of+Energy+Service+Contract+for+Energy-efficient+Lighting+Retrofit.pdf](http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/2019/Findings+$!26+Award+of+Energy+Service+Contract+for+Energy-efficient+Lighting+Retrofit.pdf)

David Cary, Belmont, commented on the bid process of the project.

Doug DeLong, Mountain View, expressed his support on the project.

Aleta Dupree, Oakland, expressed support and approval of the project.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Aleta Dupree, Oakland, commented on the mobile phone application.

Shirley Johnson, San Francisco, provided handouts and comments and suggestions regarding funding.

Anne de la Rosa, expressed concern regarding Hayward Park Spur Track.

Director Chair Stone commented that there will be a community meeting and suggested to spread the information amongst neighborhoods.

Scott, San Francisco, commented on Caltrain Electrification project and provided suggestions.

Roland Lebrun, San Jose, commented on a closed session item that was presented during a SamTrans Board meeting.

Adina Levin, Friends of Caltrain, provided comments regarding the Dumbarton project and Caltrain Business Plan.

RECEIVE KEY CALTRAIN PERFORMANCE STATISTICS

Public comment

Adina Levin, Friends of Caltrain, commented on services and infrastructure needs.

AUTHORIZE THE EXECUTION OF CONTRACTS FOR TECHNOLOGY RELATED PRODUCTS AND SERVICES TO VENDORS UNDER COOPERATIVE PURCHASING PROGRAMS

AUTHORIZE THE EXECUTION OF CONTRACTS FOR INFORMATION TECHNOLOGY LICENSES, MAINTENANCE SERVICES AND PROFESSIONAL SERVICES

Public comment

David Cary, Belmont, provided comments regarding agency's webpage.

CONSENT CALENDAR

- a. Approved Meeting Minutes of May 2, 2019
- b. Accepted Statements of Revenues and Expenditures for April 2019
- c. Received Key Caltrain Performance Statistics – April 2019
- d. Received State and Federal Legislative Update and Approved of Legislative Proposal

- e. Received Caltrain Business Plan Monthly Update
- f. Received Capital Projects Quarterly Report
- g. Approved Resolution 2019-15, Authorized the Execution of an Amendment of an Agreement with the County of San Mateo for Law Enforcement Services
- h. Approved Resolution 2019-16, Amended to Increase the Fiscal Year 2019 Capital Budget for the South Linden Avenue and Scott Street Grade Separation Planning Study
- i. Approved Resolution 2019-17, Adopted of Caltrain Short Range Transit Plan for Fiscal Years 2018 to 2027
- j. Approved Resolution 2019-18, Authorized the Execution of Contracts for Technology Related Products and Services to Vendors Under Cooperative Purchasing Programs
- k. Approved Resolution 2019-19, Authorized the Execution of Contracts for Information Technology Licenses, Maintenance Services and Professional Services
- l. Approved Resolution 2019-20, Approved and Ratify the Fiscal Year 2020 Insurance Program

Motion/Second: Bruins/Stone

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

Absent: Stone (left at 10:47 a.m.)

Noes: None

REPORT OF THE CHAIR

Chair Gillett announced the member vacancy on the JPB CAC Committee.

REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC)

Brian Shaw, Chair of the Citizens Advisory Committee, reported on details on the recent CAC Committee meeting including a summary of the public comments that were addressed at the meeting.

Public comment

Scott, San Francisco, provided a comment regarding the CAC and Bicycle Advisory Committee.

Vincent De Martel, commented on the cost of reconfiguration and bike cars.

Roland Le Brun, San Jose, commented on the power point slides.

REPORT OF THE EXECUTIVE DIRECTOR

Jim Hartnett, Executive Director, said his report is in the reading file. Mr. Hartnett also provided a report regarding the Santa Clara County Service Improvements, the Metropolitan Transportation Commission Plan Bay Area and the Caltrain Business Plan.

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

Liria Larano, Deputy Chief, CalMod, provided a brief monthly report on the status of the electrification project; the report included electrification construction activities and the schedule.

Monthly Report on Positive Train Control (PTC) System

Michelle Bouchard, Chief Operating Officer, Rail, provided a report on PTC related activities, project schedule and change orders.

Public Comment

Aleta Dupree, Oakland, provided suggestions on project goals, the schedule and the budget.

Drew, San Mateo, questioned the expansion of services to the South County.

Roland Lebrun, San Jose, commented on the 16th Street Grade Crossing.

ELECTRIC TRAIN RECONFIGURATION AND BIKE IMPROVEMENTS AT STATIONS, ASSOCIATED CHANGE ORDER TO STADLER, USA INC. CONTRACT

Michelle Bouchard, Chief Operating Officer, Rail, Dan Provence, Principal Planner, Casey Fromson, Director Government and Community Affairs, provided reports. The highlights of the report included bike car security concerns, additional capacity requested for the bike community, outreach processes, activities, funding and staff considerations.

Staff provided further clarification in response to Board comments and questions. The presentation can be found on the Caltrain website link provided here: [http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/2019/Electric+Train+Reconfiguration+!\\$26+Bike+Improvements+at+Caltrain+Stations.pdf](http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/2019/Electric+Train+Reconfiguration+!$26+Bike+Improvements+at+Caltrain+Stations.pdf)

Director Shamann Walton left at 11:30 a.m.

Public Comment

Miguel Lopez Saenz, San Francisco, commented on the bike space.

Deborah Freitas, San Jose, commented on the proposed bike layout.

Vaughn Wolff, Pleasanton, commented on the train configuration for bikes.

Vincent De Martel, Palo Alto, provided a comment on the train reconfiguration.

Scott, San Francisco, commented on bike space and dwell times on trains.

Shirley Johnson, San Francisco, commented on the ratio of seats for bikes.

Richard Poe, Menlo Park, commended the Board and commented on the bike support system.

Giuliano Carlini, Belmont, thanked staff and the Board and commented on support for cycling.

Roland Lebrun, San Jose, commented on the *Palo Alto Daily News* and the staff's PowerPoint presentation.

Herb Borock, Palo Alto, provided suggestions on bike configuration.

Lorraine Ling, Stanford, suggested bike car designs.

Ranjeet Tate, Cupertino, commented on train and station bike capacity improvements.

Jeff Carter, Millbrae, commented on bike electric multiple unit (EMU) configurations.

Thomas Heiser, San Mateo, provided suggestions regarding train reconfiguration and bikes.

Aleta Dupree, Oakland, provided suggestions regarding bike car configurations.

David Cary, Belmont, provided suggestions regarding electric train reconfigurations.

Emma Shlaes, Silicon Valley Bicycle Coalition, commended staff on the EMU and bike improvements.

Janice Li, San Francisco Bicycle Coalition, provided suggestions and comments regarding bike car reconfiguration.

Adina Levin, Friends of Caltrain, provided recommendations regarding bikes.

Drew, San Mateo, commented on sales tax and provided suggestions on bike reconfigurations.

Director Dev Davis left at 12:35 p.m.

Approved by Resolution 2019-22

Motion/Second: Stone, Brinkman

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

Absent: Davis, Walton

Noes: None

ADOPTION OF FISCAL YEAR 2020 OPERATING AND CAPITAL BUDGETS, AND AUTHORIZATION TO USE REVENUE STABILIZATION FUNDS

Derek Hansel, Chief Financial Officer, provided a presentation on the Adoption of Fiscal Year 2020 Operating and Capital Budget; highlights of the report included Caltrain's continued challenges, proposed funding sources/revenue, next steps that include continue working with members to finalize capital investments for FY2020 as well as continued work with the Board and members to study and address funding gaps for FY2021 and beyond.

Staff provided further clarifications in response to Board comments and questions. The presentation can be found on the Caltrain website link provided here:

http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/2019/2019-06-06+JPB+Budget+presentation.pdf

Public Comment

Mila Zelkha, Palo Alto, suggested alternatives pertaining to budget.

Court Skinner, East Palo Alto, suggested building more public outreach to remedy budget constraints.

David Pollack, San Carlos, commented on transportation fares.

Approved by Resolution 2019-21

Motion/Second: Stone, Brinkman

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

Absent: Davis, Walton

Noes: None

AMENDMENT TO THE CALL FOR A PUBLIC HEARING FOR PROPOSED CODIFIED TARIFF CHANGES

Ms. Bouchard, Chief Operating Officer, Rail, provided a report of the item; highlights of the report included adopting a motion to reschedule the August 1, 2019 Board of Directors meeting from 10:00 a.m. to 9:00 a.m., waive the provision in Section 4 of the Board of Directors' Rules of Procedure that establishes 10:00 a.m. as the regular Board meeting time for purposes of the August 1 meeting, and expand the scope of the public hearing scheduled for the Peninsula Corridor Joint Powers Board's August 1, 2019 meeting to consider additional changes to the Caltrain Codified Tariff. She noted that the additional proposals would further implement the recently-adopted Caltrain Fare Policy and would allow for additional revenue to mitigate future funding gaps.

Public Comment

Karen Kamacho, San Mateo, urged the Board to move away from fare increases and suggested other funding solutions.

Jeff Carter, Millbrae, commented on the means based fare system.

Adina Levin, Friends of Caltrain, provided comments on revenues, recent fare increases and ballot measure.

Andy Chow, Redwood City, commented on fare increases and suggested alternative solutions.

Director Jeannie Bruins left at 1:18 p.m.

AWARD OF CONTRACTS FOR ENGINEERING CONSULTANT DESIGN SERVICES

Julie Taylor, Director of Contracts & Procurement, provided a report on the request for the award of contract to HDR Engineering, Inc. of Walnut Creek and Rail Surveyors & Engineers, Inc. of Belmont for on-call general engineering consultants to provide design services in support of five capital projects

Approved by Resolution 2019-23
Motion/Second: Brinkman, Stone
Ayes: Brinkman, Chavez, Collins, Stone, Pine, Gillett
Absent: Bruins, Davis, Walton
Noes: None

UPDATE ON THE SAN JOSE DIRIDON INTEGRATED STATION CONCEPT PLAN

Item deferred to the July Board meeting.

CORRESPONDENCE

Public Comment

Roland Le Brun, San Jose, commented on the timing of publishing correspondence files.

Chair Gillett responded and informed the public that she will work with the Board Secretary's office on an efficient process.

BOARD MEMBER REQUESTS

None.

**DATE/TIME OF NEXT REGULAR MEETING: THURSDAY, JULY 11, 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, July 11, 2019 at 10 a.m.

ADJOURN

The meeting was adjourned at 1:24 p.m.

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

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

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through May 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 May year-to-date actual, the Total Revenue (page 1, line 17) is \$13.8 million higher than the prior year. This is primarily driven by higher Farebox Revenue (page 1, line 1), Operating Grants (page 1, line 11) and JPB Member Agencies' contributions (page 1, line 12).

Year to Date Expenses: As of May year-to-date actual, the Total Expense (page 1, line 48) is \$9.1 million higher than the prior year-to-date actual. This is primarily due to Rail Operator Services (page 1, line 23), Insurance Cost (page 1, line 29) and Wages and Benefits (page 1, line 37).

BUDGET IMPACT

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

STRATEGIC INITIATIVE

This item does not achieve a strategic initiative.

Prepared By:	Thwe T. Han, Accountant II	650-508-7912
	Jennifer Ye, Manager, General Ledger	650-622-7890

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

	% OF YEAR ELAPSED								91.7%
	YEAR TO DATE				ANNUAL				
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	APPROVED BUDGET	FORECAST	\$ VARIANCE	% BUDGET	
REVENUE									
OPERATIONS:									
1 Farebox Revenue	88,337,012	94,811,471	6,474,459	7.3%	107,795,329	103,500,000	(4,295,329)	(4.0%)	1
2 Parking Revenue	4,850,085	5,168,226	318,141	6.6%	5,845,900	5,500,000	(345,900)	(5.9%)	2
3 Shuttles	1,967,875	1,809,228	(158,647)	(8.1%)	2,683,400	2,000,000	(683,400)	(25.5%)	3
4 Rental Income	1,891,484	1,745,590	(145,894)	(7.7%)	1,873,000	2,100,000	227,000	12.1%	4
5 Other Income	1,437,259	2,162,996	725,738	50.5%	1,192,000	2,200,000	1,008,000	84.6%	5
6									6
7 TOTAL OPERATING REVENUE	98,483,714	105,697,512	7,213,798	7.3%	119,389,629	115,300,000	(4,089,629)	(3.4%)	7
8									8
CONTRIBUTIONS:									
9									9
10 AB434 Peninsula & TA Shuttle Funding	1,629,270	1,584,607	(44,663)	(2.7%)	1,767,700	1,767,700	-	0.0%	10
11 Operating Grants	3,910,179	6,023,056	2,112,877	54.0%	3,700,607	3,700,607	-	0.0%	11
12 JPB Member Agencies	19,253,023	23,806,500	4,553,477	23.7%	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	24,792,473	31,414,164	6,621,691	26.7%	32,125,192	31,816,716	(308,476)	(1.0%)	15
16									16
17 GRAND TOTAL REVENUE	123,276,187	137,111,675	13,835,489	11.2%	151,514,821	147,116,716	(4,398,105)	(2.9%)	17
18									18
19									19
EXPENSE									
20									20
OPERATING EXPENSE:									
21									21
22									22
23 Rail Operator Service	71,846,831	77,832,887	5,986,056	8.3%	87,385,577	87,385,577	-	0.0%	23
24 Positive Train Control	136,344	63,394	(72,950)	(53.5%)	572,481	572,481	-	0.0%	24
25 Security Services	5,507,498	5,422,516	(84,982)	(1.5%)	6,068,346	6,172,151	103,805	1.7%	25
26 Shuttles Services	4,293,078	3,668,111	(624,968)	(14.6%)	5,444,500	4,287,506	(1,156,994)	(21.3%)	26
27 Fuel and Lubricants	9,204,766	9,465,197	260,431	2.8%	11,065,356	10,765,356	(300,000)	(2.7%)	27
28 Timetables and Tickets	53,053	87,245	34,193	64.5%	143,500	143,500	-	0.0%	28
29 Insurance	2,193,195	4,274,507	2,081,312	94.9%	5,750,000	5,750,000	-	0.0%	29
30 Facilities and Equipment Maint	1,966,151	2,107,089	140,938	7.2%	3,301,895	2,700,000	(601,895)	(18.2%)	30
31 Utilities	1,784,375	1,731,111	(53,264)	(3.0%)	2,265,720	1,900,000	(365,720)	(16.1%)	31
32 Maint & Services-Bldg & Other	1,193,101	1,312,282	119,181	10.0%	1,529,098	1,267,708	(261,390)	(17.1%)	32
33									33
34 TOTAL OPERATING EXPENSE	98,178,392	105,964,339	7,785,947	7.9%	123,526,473	120,944,279	(2,582,194)	(2.1%)	34
35									35
ADMINISTRATIVE EXPENSE									
36									36
37 Wages and Benefits	7,481,955	9,297,322	1,815,367	24.3%	11,480,400	10,171,262	(1,309,138)	(11.4%)	37
38 Managing Agency Admin OH Cost	5,399,898	6,127,613	727,715	13.5%	5,899,231	6,300,000	400,770	6.8%	38
39 Board of Directors	13,254	17,799	4,545	34.3%	14,600	14,600	-	0.0%	39
40 Professional Services	4,030,199	2,262,449	(1,767,750)	(43.9%)	4,913,805	5,125,000	211,196	4.3%	40
41 Communications and Marketing	183,544	238,448	54,904	29.9%	316,500	316,500	0	0.0%	41
42 Other Office Expenses and Services	1,829,963	2,964,549	1,134,586	62.0%	4,065,139	2,625,900	(1,439,239)	(35.4%)	42
43									43
44 TOTAL ADMINISTRATIVE EXPENSE	18,938,813	20,908,180	1,969,367	10.4%	26,689,673	24,553,262	(2,136,412)	(8.0%)	44
45									45
46 Long Term Debt Expense	1,390,007	778,648	(611,359)	(44.0%)	1,298,675	1,619,175	320,500	24.7%	46
47									47
48 GRAND TOTAL EXPENSE	118,507,212	127,651,166	9,143,954	7.7%	151,514,821	147,116,716	(4,398,106)	(2.9%)	48
49									49
50 NET SURPLUS / (DEFICIT)	4,768,975	9,460,509	4,691,534	98.4%	(0)	-	0	(100.0%)	50



PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF MAY 31, 2019

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
-----		-----	-----	-----	-----
Local Agency Investment Fund (Unrestricted)	*	Liquid Cash	2.449%	-	-
County Pool (Restricted)	**	Liquid Cash	2.399%	1,000,000	1,000,000
County Pool (Unrestricted)	**	Liquid Cash	2.399%	192,450	192,450
Other (Unrestricted)		Liquid Cash	0.000%	39,650,592	39,650,592
Other (Restricted)	***	Liquid Cash	0.850%	16,703,644	16,703,644
-----		-----	-----	-----	-----
				\$ 57,546,687	\$ 57,546,687

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 May 2019, per San Mateo County Treasurer's Office, the total cost of securities held by the County Pool was \$5,762,440,030 and the fair market value was \$5,786,506,016.

*** 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 – MAY 2019**

ACTION

Staff Coordinating Council recommends that the Board receive the Performance Report for May 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 May 2019, Caltrain's Average Weekday Ridership (AWR) decreased 2.1 percent to 68,326 from calibrated May 2018 AWR of 69,758. The total number of passengers who rode Caltrain in May 2019 decreased 2.0 percent to 1,618,825 from 1,652,053 calibrated May 2018 ridership. This month the combined ticket sales for One Way/ED One Way tickets, Day Passes/ED Day Passes and Monthly/ED Month Passes decreased by 1.7 percent.

Farebox Revenue increased by 17.1 percent to \$10,017,921 from \$8,556,687 in May 2018. The increase was driven by higher Go Pass revenue. Effective January 2019, the Go Pass price increased to \$285 from \$237.50 and the number of eligible employees participating in the program increased.

On-time performance (OTP) for May 2019 was 95.0 percent compared to 94.5 percent OTP for May 2018. In May 2019, there were 351 minutes of delay due to mechanical issues compared to 1,014 minutes in May 2018.

Looking at customer service statistics, there were 6.9 complaints per 100,000 passengers in May 2019 which increased from 6.0 in May 2018.

Shuttle ridership for May 2019 decreased 9.6 percent from May 2018. For station shuttles:

- Millbrae-Broadway shuttle: 195 average daily riders
- Weekend Tamien-San Jose shuttle: 24 average daily riders

When the Marguerite shuttle ridership is removed, the impact to ridership was a decrease of 16.4 percent. Due to ongoing service issues with the Shuttle Contractor (MV Transportation) as a result of staffing shortage, there were a total of 847 DNOs (Did Not Operate) trips and a total of 10,634 DNOs in FY2019 for Caltrain in May 2019. Although DNOs have generally leveled off for Caltrain, there are still service loses beyond previously implemented service reductions and suspensions to match available operator counts. The Belmont-Hillsdale shuttle and Menlo Park Midday Shuttle remain temporarily discontinued.

Table A

May 2019

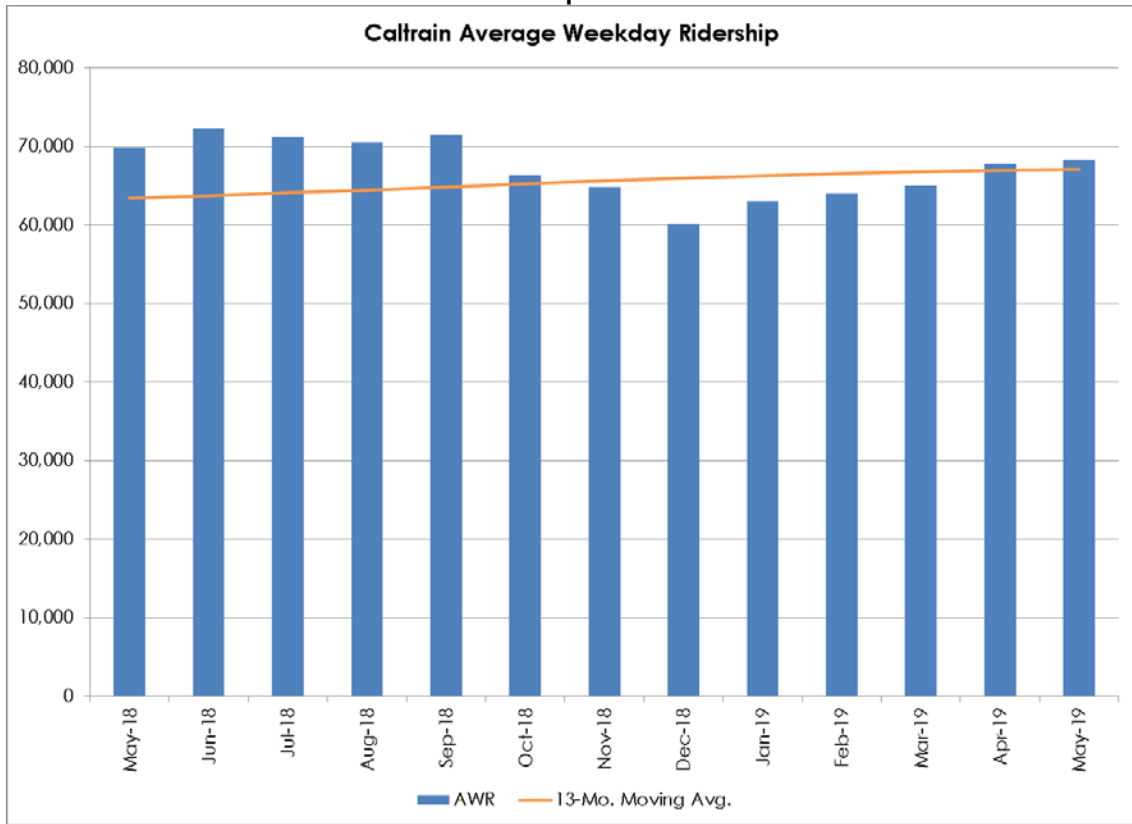
	FY2018	FY2019	% Change
Total Ridership	1,652,053*	1,618,825	-2.0%
Average Weekday Ridership	69,758*	68,326	-2.1%
Total Farebox Revenue	\$ 8,556,687	\$ 10,017,921	17.1%
On-time Performance	94.5%	95.0%	0.5%
Average Weekday Caltrain Shuttle Ridership	9,141	8,267	-9.6%

Fiscal Year to Date

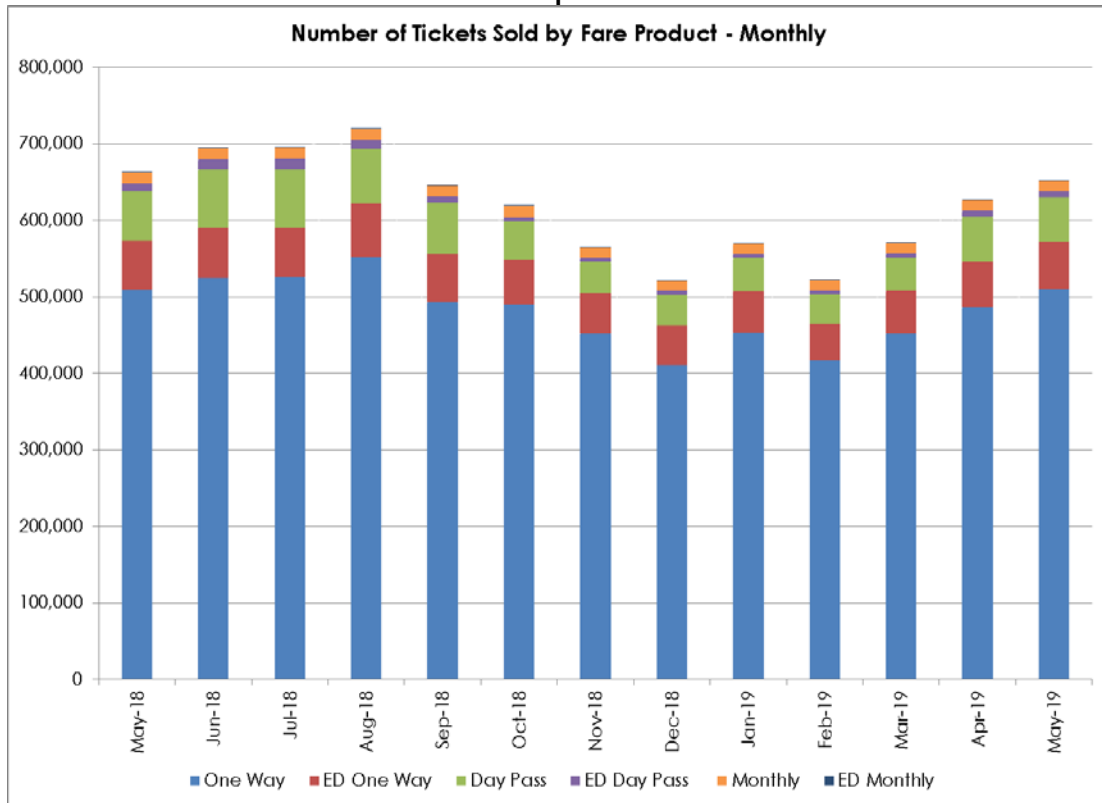
	FY2018	FY2019	% Change
Total Ridership	17,141,148*	16,807,797*	-1.9%
Average Weekday Ridership	63,693*	66,621*	4.6%
Total Farebox Revenue	\$ 88,337,012	\$ 94,811,471	7.3%
On-time Performance	94.6%	93.3%	-1.3%
Average Weekday Caltrain Shuttle Ridership	8,877	8,356	-5.9%

* = Items revised due to calibration to the ridership model

Graph A

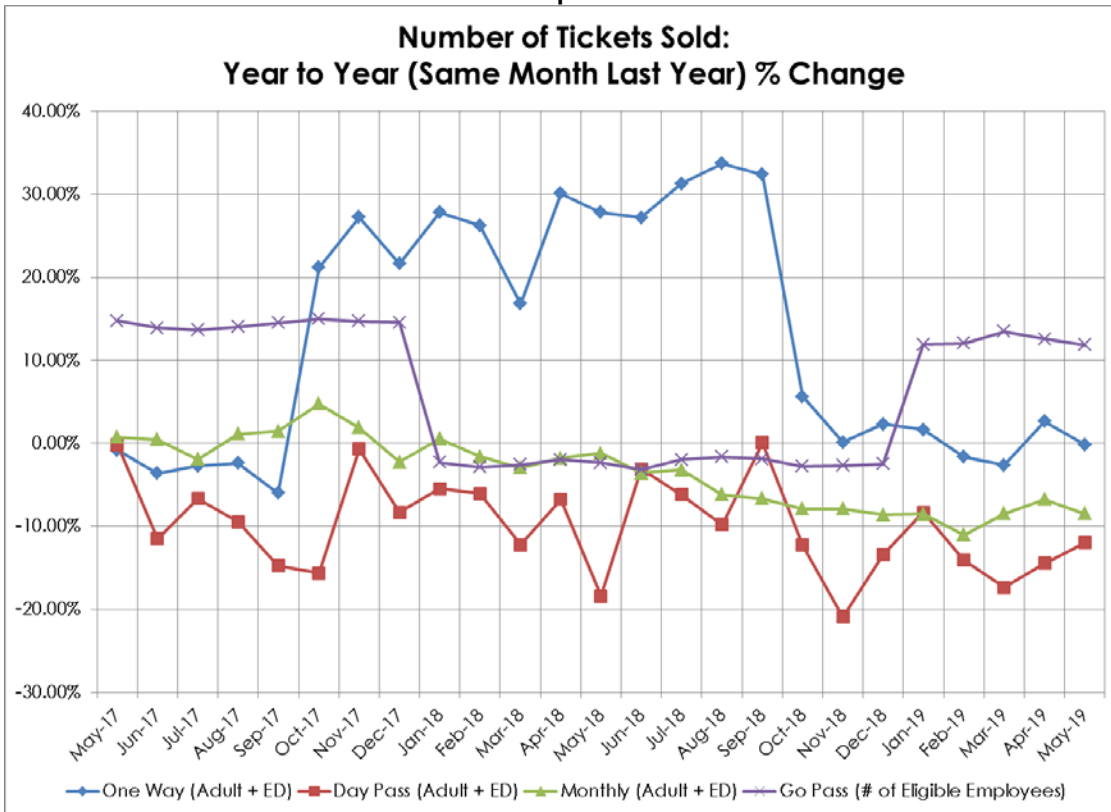


Graph B

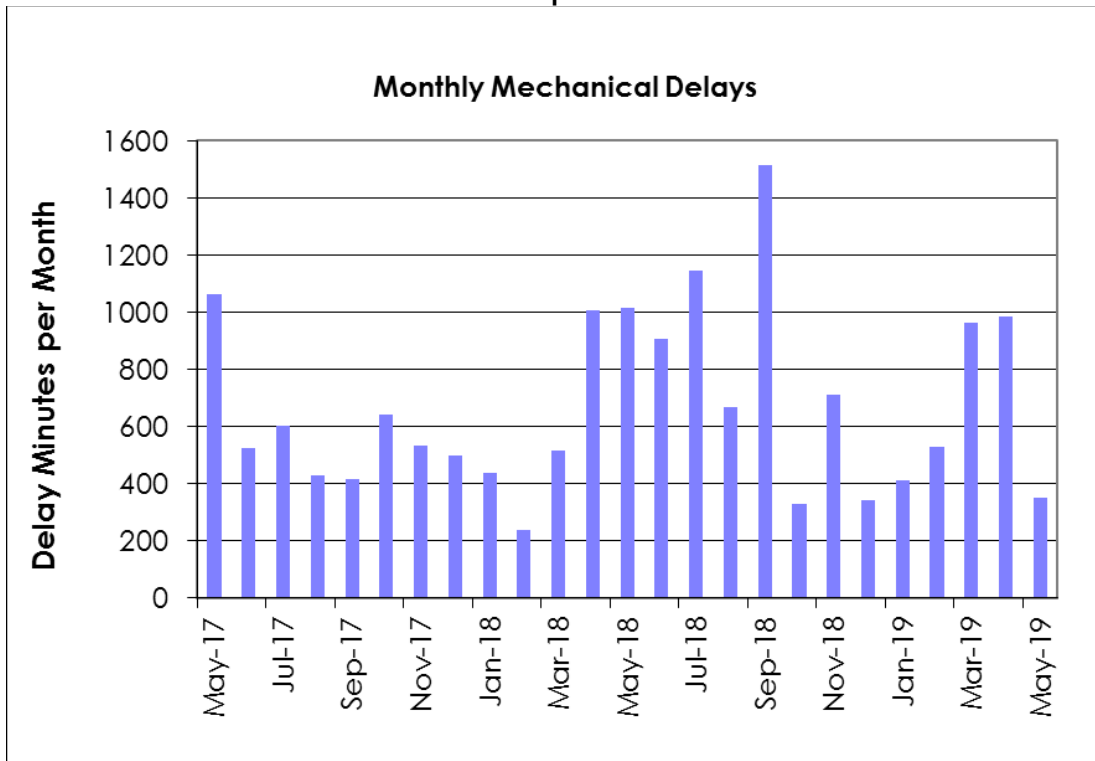


*Go Passes tracked by Monthly Number of Eligible Employees (not by Sales)

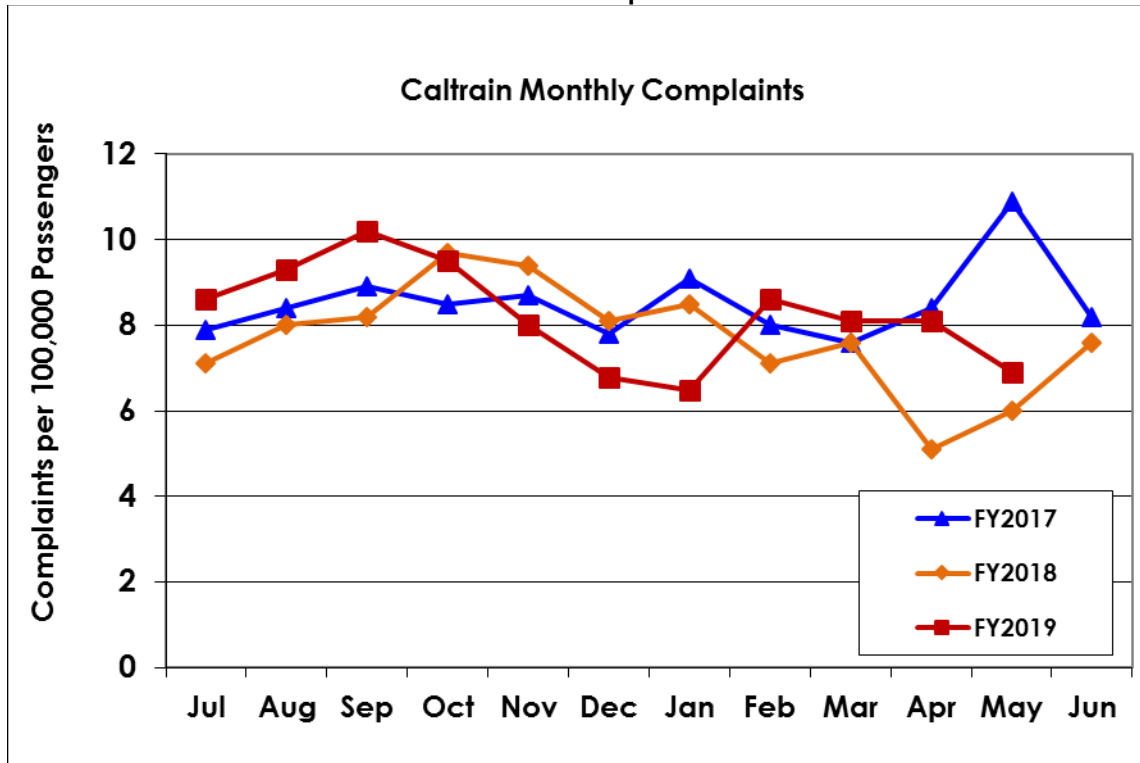
Graph C



Graph D



Graph E



Caltrain Promotions – May 2019

Bay to Breakers – On Sunday, May 19, Caltrain ran special train service to San Francisco’s most entertaining foot race of the year. The annual Bay to Breakers Race attracted participants and spectators from all over San Mateo and Santa Clara Counties. Caltrain carried 1,914 extra riders to get to the race early Sunday morning and 454 extra riders after the event. Caltrain’s paid promotional efforts focused on Santa Clara and Stanford Universities and surrounding residential area. Advertising campaign consisted of geo-targeted digital display, Facebook click to web and Snapchat ads cross all devices. Communications included news release/blogs, “Getting to the Thing” vlog, organic social media, website landing page and visual message signs were utilized at all Caltrain stations the week leading up to the race. Caltrain ambassadors were at Palo Alto and San Jose stations to assist customers with tickets and information.

Bike to Work Day – On Thursday, May 9 marked the 25th annual Bike to Work Day in the Bay Area. Energizer stations were set up throughout the Bay Area and Peninsula Caltrain stations to welcome thousands of cyclists who used public transportation to commute to/from work. The day was promoted through participating agency’s internal communications channels, news releases/blog posts and organic social. The event generated a lot of social engagement from participating agencies throughout the Bay Area.

Partnerships – Marketing staff works with event organizers to co-promote train ridership and also provide added value for current Caltrain customers. These in-kind trade promotions include logos on collateral material and social media. From May 17-19, Caltrain partnered with Maker Faire held at the San Mateo Event Center. Communications to promote the event included partner list on the go.caltrain website, news release/blog, "Getting to the Thing" vlog, organic social media, news releases/blog and interior ad cards. District staff also hosted a table at the event to promote Caltrain service.

Caltrain Digital Metrics - MAY 2019



New Followers

+ 467

May 19 - 178,028

Apr 19 - 177,561

May 18 - 184,815

Top Tagged Issues

1. Delay (154)

2. CalMod (69)

3. Cndctr Compliment (36)

4. Bike Car (26)

5. Giants (15)

Caltrain.com Sessions

May 19 - 851,341

Apr 19 - 837,383

May 18 - 832,914

Social Engagement

Video Views

77,698 (Apr - 207,760)

Content Impressions

3,088,355 (Apr - 4.45M)

Interactions

70,726 (Apr - 77,937)

Monthly Yelp & FB Rating



(2 May reviews)



@caltrain, @gocaltrain



@gocaltrain



@caltrain

Twitter Impression Spikes

May, 2019

Your Tweets earned **2.1M impressions** over this **31 day** period



May 14

NB371 Debris Strike
 578 Incident Delay Mins
 2 M o E Delays Mins
 806 Total Delay Mins

- Impressions of Tweets
- Paid Impressions
- Tweets Sent

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

**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

June 14, 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 – June 2019**

Overview

The Legislature recently reached the “House of Origin” Deadline, where all Assembly and Senate bills were required to pass out of the house in which they were introduced by May 31. Like other legislative deadlines, the House of Origin deadline resulted in a significant reduction in the number of bills moving forward through the legislative process. The remaining bills will begin the committee process in the second house, where, by mid-September, they must be voted off the Floor and sent to the Governor.

Along with legislative deadlines, the Legislature must pass a budget by June 15. The full Legislature adopted a \$214 billion spending plan on June 13, two days before the constitutional deadline. The Governor will have the ability to line-item veto spending elements of the budget and will approve the budget before the start of the fiscal year on July 1.

Legislation

AB 1486 (Ting) – Surplus Land. This bill makes various modifications to the Surplus Land Act. The bill clarifies the definition of “surplus” land as land that is not needed for an agency’s own *governmental operations*, allows surplus land disposed of by a public agency to be permitted for residential use, regardless of local zoning designations, if 100% of the units are sold or rented as affordable housing, lists what is considered exempt surplus land, and changes the notification procedures for surplus land and how the local agency can negotiate with interested parties.

The bill is strongly opposed by local government agencies due to the inclusion of “lease” in the definition of surplus land and because the definition of *governmental operations* does not encompass all the ways in which local agencies use land for a public purpose that are not part of daily operations.

On May 16, the bill was recently amended to apply only to “urban areas”, a term that is not defined in the bill.

At this point, negotiations with the opposition are ongoing. The author seems open to dropping the definition of “government operations” because it is too broad, but wants to ensure that the bill is clear on what types of land are not for public purposes, like hotels, stadiums, etc. The author is also concerned that local agencies are selling land on the condition that it not be used for housing, even though the land was zoned for that purpose. It appears that the author and opposition are far from resolution of their concerns, but there is some willingness to address the issues at hand.

The bill passed out of the Assembly 53-20, with 7 members not voting. The bill will be heard next in the Senate Governance and Finance and Senate Housing Committees.

Grade Separation Funding

Below is a list of the funding sources that we are aware of and/or that have been used to fund grade separations in the recent years. The funding sources below are managed across various state agencies and departments, including the Public Utilities Commission (PUC), the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), and Caltrans.

PUC Section 190 Grade Separation Program – The Program is a [state funding program](#) to grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding.

State Transportation Improvement Program – The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. The STIP is programmed every two years (currently the 2018 STIP added \$2.2 billion in new funding). Local agencies receive a share of STIP funding, as does the State. The STIP is funded with gasoline excise tax revenues.

Transit and Intercity Rail Capital Program – The TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation Improvement Fee to the tune of approximately \$500 million per year. The TIRCP is programmed over 5 years, with the most recent cycle beginning in May 2018. Caltrain received \$160 million for the CalMod project.

Proposition 1A – This \$9.9 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo.

Caltrain Federal Update May 2019

Budget & Appropriations

The House is continuing to consider FY 2020 appropriations bills. The House Appropriations Committee has now approved all of the appropriations bills. The full House began consideration of a package (minibus) of four appropriations bills last week, and will begin consideration of the second minibuss this week.

The Senate has not begun consideration of the FY 2020 appropriations bills because Senate leadership has not finalized the overall funding levels for FY 2020. And, both the House and Senate need to set the overall budget for both FY 2020 and FY 2021 to avoid sequestration (automatic spending cuts) which will occur on October 1, if Congress and the White House fail to finalize a budget deal. The Senate Appropriations Committee is hopeful that leadership can determine the funding levels soon so that the appropriations subcommittees can begin consideration of the appropriations bills in July.

House Speaker Nancy Pelosi (D-CA), Senate Majority Leader Mitch McConnell (R-KY), Senate Minority Leader Chuck Schumer (D-NY), and House Minority Leader Kevin McCarthy (R-CA) are scheduled to meet with Treasury Secretary Steven Mnuchin, acting White House Chief of Staff Mick Mulvaney, and acting Office of Management and Budget (OMB) Director Russ Vought this week. Currently, there are disagreements between the two parties over domestic spending and a rising deficit. House Democrats want to increase domestic spending while Senate Republicans want to increase defense spending instead.

During the week of June 10th, the House began voting on the first FY 2020 minibuss which includes: Labor, Health and Human Services, Education; Defense; State and Foreign Operations; and Energy and Water Development Appropriations bills. The House is expected to complete work on this minibuss early this week.

Then, the House will begin to consider a second minibuss that includes: Commerce, Justice, Science; Agriculture, Rural Development and the Food and Drug Administration; Interior and Environment; Military Construction and Veterans Affairs; and Transportation, Housing and Urban Development Appropriations bills. Majority Leader Steny Hoyer (D-MD) has set an ambitious goal to have the House vote on all appropriations bills before the July 4th recess. Members have introduced more than 500 amendments for the second minibuss, which the House Rules Committee will discuss and finalize the amendments that will be considered on Tuesday, June 18.

The House FY 2020 Transportation-HUD appropriations bill includes \$137.1 billion. The measure would provide \$6 billion more than fiscal year 2019 (current funding) and \$17.3 billion more than the President's budget request. Details on the bill are below:

- Transit: The Federal Transit Administration (FTA)'s Capital Investment Grants program would receive \$2.3 billion. Of that amount, \$1.84 billion would have to be obligated by December 31, 2021, or the Department of Transportation (DOT) would have to redistribute that money to projects already in the engineering phase. Funding details for the CIG program:
 - New Starts Projects with a current full funding grant agreement (FFGA): \$795,290,221
 - New Starts Projects without a current FFGA: \$702,709,779
 - Small Starts: \$430,768,910
 - Core Capacity (which includes Peninsula Electrification project): \$300 million
 - The bill also includes the following language regarding the CIG program:
 - “The Committee is gravely concerned about the execution of the Capital Investment Grant program and directs the Secretary to carry out the program in accordance with the will of Congress. The Committee notes with dismay that FTA signed only one New Starts Full-Funding grant agreement (FFGA) in 2018, no Core Capacity project FFGAs and that the vast majority of FFGAs have been Small Starts projects.”
 - “The Committee directs FTA to proactively work with applicants and grantees to facilitate projects moving through the Capital Investment Grant pipeline and towards a FFGA. FTA is directed to evaluate, rate, and recommend projects for funding, and subsequently award grants to projects that meet the statutory requirements of 49 U.S.C. 5309.”
- Highways: The bill includes \$46.365 billion for federal-aid highways, the FAST Act authorized level, a \$1.1 billion increase over FY 2019. The bill also includes additional funding, \$1.75 billion, for highways (from Treasury vs. the Highway Trust Fund).
- BUILD Grants: The measure would provide \$1 billion, a \$100 million over current funding. \$20 million is included for planning and design of projects in areas of “persistent poverty.”
 - Report Language: “The Department’s prioritization of road projects came at the expense of transit-related projects, which on average received about 32 percent of awards between fiscal year 2009 and fiscal year 2016. This also contradicts the Committee’s direction to invest in a variety of transportation modes. The Committee strongly reminds the Department that highway and bridge projects have dedicated funding sources through Highway Trust Fund formula programs, and directs the Department to refocus fiscal year 2020 grants on multimodal projects which include transit, passenger rail, and pedestrian improvements. The Committee also notes that investments in projects can have benefits far beyond the project location. For example, projects in urban areas can provide benefits to

rural areas. Therefore, the Committee directs the Secretary to consider the benefits of a project to the fullest extent possible and to include all relevant geographic areas.”

- Pedestrian Safety Report Language: “Trespasser prevention.—Pedestrian trespassing on railroad property is the leading cause of all rail-related fatalities, and there has been no progress in reducing the number of deaths from pedestrian trespassing...The Committee remains concerned with these trends, and directs FRA to work with communities, State and local agencies, law enforcement, railroads, advocacy organizations, and others to complete the milestones outlined in the National Strategy.”
- “The Committee understands information from railroads, like confidential close call reporting, could improve FRA’s ability to identify areas that are at high risk of trespasser accidents...Therefore, the Committee encourages FRA to develop a rail information sharing mechanism which would enable data collection, DE identification, and analysis by a third-party in a confidential manner.

Federal Highway Rescission

On June 12, Senate Environmental and Public Works (EPW) Committee Chairman John Barrasso (R-WY) and Ranking Member Tom Carper (D-DE) sent a letter to Senate leadership asking for a repeal of the \$7.6 billion rescission in federal highway funding on July 1, 2020, that was included in the FAST Act. Although EPW Committee members are making progress on a surface transportation bill, they worry it will not be ready in time to address the scheduled rescission. Failure to reauthorize this provision will impact every state’s ability to plan, build and repair needed roads, while also negatively affecting the economy and jobs.

Senate Republicans Continue Ban on Earmarks

On May 23, Senate Republicans voted to permanently ban earmarks in any appropriations, tax, or tariff bills for this 116th Congress. They had previously enacted this conference policy during the beginning of the 115 Congress (2017-2018).

The Senate Republican Conference delayed considering this policy at the beginning of the current 116th Congress so that House and Senate party leadership could discuss possible ways to bring back earmarks. However, the House and Senate were unable to reach a decision in time for the FY 2020 appropriations process.

The secret ballot vote was 28 Senators in favor of the permanent ban, and 12 Senators in opposition.

Caltrain State Legislative Matrix 6/17/2019

Bill Number (Author)	Summary	Location	Position
<p>AB 5 (Gonzalez D)</p> <p>Worker status: employees and 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 and the Unemployment Insurance Code, unless another definition or specification of “employee” is provided. The bill would exempt specified professions from these provisions and instead provide that the employment relationship test for those professions shall be governed by the test adopted in S. G. Borello & Sons, Inc. v. Department of Industrial Relations (1989) 48 Cal.3d 341 if certain requirements are met. These exempt professions would include licensed insurance agents, certain licensed health care professionals, registered securities broker-dealers or investment advisers, a direct sales salesperson, real estate licensees, workers providing hairstyling or barbering services, and those performing work under a contract for professional services. The bill would require the State Board of Barbering and Cosmetology to promulgate regulations for the development of a booth rental permit and a reasonable biennial fee upon workers providing specified hairstyling or barbering services, by no later than July 1, 2021. This bill contains other related provisions and other existing laws.</p> <p>Amended: 5/24/2019</p>	Senate L., P.E. & R.	Watch
<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 pass through provision and an override pass through 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 pass through 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</p>	Assembly 2 year	Watch

	<p>adopt a resolution of formation at the conclusion of that hearing. The bill would then require that city or county to submit the resolution of intention to the Strategic Growth Council for a determination as to whether the agency would promote statewide greenhouse gas reduction goals. The bill would require the council to approve formation of the agency if it determines that formation of the agency both (1) would not result in a state fiscal impact, determined as specified by the Controller, that exceeds a specified amount and (2) would promote statewide greenhouse gas reduction goals. The bill would deem an agency to be in existence as of the date of the council's approval. The bill would require the council to establish a program to provide technical 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>Introduced: 12/13/2018</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>	Assembly 2 year	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 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>	Assembly Transportation	Watch

	Amended: 3/13/2019		
AB 752 (Gabriel D) Public transit: transit stations: lactation rooms.	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 no less than 4,000 square feet, 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.	Senate Transportation	Watch
	Amended: 5/17/2019		
AB 1486 (Ting D) Surplus land.	(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 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.	Senate Gov. & F.	Watch

	Amended: 5/16/2019		
<u>ACA 1 (Aguiar-Curry D)</u> Local government financing: affordable housing and public infrastructure: voter approval.	(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. Amended: 3/18/2019	Assembly Third Reading 6/17/2019 #7 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS	Supported June 2019
<u>SB 1 (Atkins D)</u> California Environmental, Public Health, and Workers Defense Act of 2019.	(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 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. Amended: 5/21/2019	Assembly Environmental Safety and Toxic Materials 6/18/2019 1:30 p.m. - State Capitol, Room 444 ASSEMBLY ENVIRONMENTAL SAFETY AND TOXIC MATERIALS, QUIRK, Chair	Watch
<u>SB 4 (McGuire D)</u> Housing.	(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,	Senate 2 year	Watch

	<p>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>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. The bill would also authorize certain local agencies to establish an affordable housing and community development investment agency and authorize an agency to apply for funding under the program and issue bonds, as provided, to carry out a project under the program. This bill contains other related provisions and other existing laws.</p> <p>Amended: 5/24/2019</p>	<p>Assembly Housing and Community Development</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, no later than</p>	<p>Assembly Natural Resources</p>	<p>Watch</p>

	<p>January 1, 2022, to submit a report to the Legislature on the findings from a study, as specified, to determine the feasibility and practicality of assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law. This bill contains other existing laws.</p> <p>Amended: 5/21/2019</p>		
<p>SB 50 (Wiener D)</p> <p>Planning and zoning: housing development: streamlined approval: incentives.</p>	<p>(1)Existing law authorizes a development proponent to submit an application for a multifamily housing development that satisfies specified planning objective standards to be subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit. This bill would authorize a development proponent of a neighborhood multifamily 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 structure on vacant land, or to convert an existing structure that does not require substantial exterior alteration into a multifamily structure, consisting of up to 4 residential dwelling units and that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would also define “eligible parcel” to mean a parcel that meets specified requirements, including requirements relating to the location of the parcel and restricting the demolition of certain housing development that may already exist on the site. This bill contains other related provisions and other existing laws.</p> <p>Amended: 6/4/2019</p>	Senate 2 year	Watch
<p>SB 128 (Beall D)</p> <p>Enhanced infrastructure financing districts: bonds: issuance.</p>	<p>Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Existing law requires a public financing authority to adopt an infrastructure financing plan and hold a public hearing on the plan, as specified. Existing law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. Existing law requires the proposal submitted to the voters by the public financing authority and the resolution for the issuance of bonds following approval by the voters to include specified information regarding the bond issuance. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters. The bill would require the resolution to issue bonds to contain specified information related to the issuance of the bonds. The bill would also require the public financing authority to hold three public hearings on an enhanced infrastructure financing plan, as specified. The bill would also make conforming changes.</p> <p>Amended: 3/21/2019</p>	Assembly Local Government	Supported June 2019
<p>SB 146 (Beall D)</p> <p>Peninsula Rail Transit District.</p>	<p>Existing law, operative under certain conditions, re-designates 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>	Assembly Transportation	Watch

	Introduced: 1/18/2019		
SB 147 (Beall D) High-Speed Rail Authority.	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. Introduced: 1/18/2019	Assembly Transportation	Watch
SB 277 (Beall D) Road Maintenance and Rehabilitation Program: Local Partnership Program.	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. Existing law continuously appropriates \$200,000,000 annually from the Road Maintenance and Rehabilitation Account for allocation by the commission for a program commonly known as the Local Partnership Program 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 for road maintenance and rehabilitation and other transportation improvement projects. 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. This bill would require the commission to apportion these funds on a formula basis to those of the local and regional transportation agencies described above that also have responsibility for funding, procuring, and constructing transportation improvements within their jurisdictions. The bill would require the commission, in conjunction with transportation planning agencies and county transportation commissions, and in consultation with other local agencies, to develop guidelines for the apportionment of these funds that, among other things, establish an apportionment formula, identify guaranteed minimum apportionments, and establish the types of eligible projects consistent with specified requirements. In order to receive an apportionment of funds from the commission in a funding cycle, the bill would require an eligible entity to submit to the commission a list of projects proposed to be funded with the funds. The bill would require the commission to approve a project list submitted by a local or regional transportation agency unless a project identified in the project list is not consistent with the project eligibility guidelines. Amended: 6/4/2019	Assembly Transportation	Watch
SB 279 (Galgiani D) High-Speed Rail Authority: supplemental business plan.	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	Senate 2 year	Watch

	<p>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>		
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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 – MONTHLY UPDATE COVERING JUNE 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 June of 2019.

SIGNIFICANCE

Peninsula Corridor Joint Powers Board (JPB) staff has prepared the attached memo describing project activities and outreach related to the Caltrain Business Plan that occurred during June of 2019. This general project updated is supplemented by a presentation that will be provided under the Executive Director's report as agenda item 8c.

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.

Prepared by: Sebastian Petty, Director of Policy Development

650.622.7831

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 “June” update covers work completed in late May of 2019 and June of 2019.

ONGOING TECHNICAL WORK

Through spring of 2019 the Caltrain Business Plan team continued intensive technical work on the plan. During June a number of summary presentations of plan material were made to various stakeholder and public groups and significant technical work was completed. New technical material was discussed with the Project Partner Committee, the CSCG and LPMG and is highlighted in both the attached presentation as well as a summarized version that will be presented directly to the Board under agenda item 8c at their July meeting. This presentation covers topics related to ongoing service planning and network integration, community interface work and the organizational assessment. The presentation also describes the materials that will be presented at the larger Business Plan workshop planned for the August 1st JPB meeting.

The following additional technical analysis is ongoing in preparation for the Service Vision workshop on August 1st.

- Finalization of Business Case Analysis for all growth scenarios, including
 - Operating and capital cost calculations
 - Calculation of economic benefits associated with growth scenarios
 - Development of cost/ benefit ratios
- Completion of initial organizational assessment work including the identification and analysis of options related to service delivery, organization and governance and the development of initial recommendations
- Completion of community interface documentation and development of comparison corridor case studies
- Development of a draft staff recommendation for a 2040 Service Vision, to be presented to the Board for initial review and discussion on August 1 with potential action contemplated in the Fall of 2019

MEETINGS AND OUTREACH

The following major stakeholder and public meetings occurred in late May and June;

- Data Visualization Challenge- Google Hangout (May 29)
- Burlingame City Council (June 3)
- San Mateo County Transportation Authority Citizen Advisory Committee (June 4)
- San Mateo County Transportation Authority Board of Directors (June 6)
- Presentation to the San Mateo County Leadership Class (June 7)
- Caltrain Business Plan Ad Hoc Committee (June 17)
- San Mateo City Council (June 17)
- Project Partner Committee (June 18)
- City and County Staff Group (June 19)
- SPUR Regional Planning and Transportation Policy Committee (June 19)
- Local Policy Maker Group (June 27)
- San Mateo County Transit District Board of Directors (July 3)

The Project Partner Committee (PPC) held its regular, full meeting on June 17.

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 Business Plan team intends to bring a full set of draft materials related to the selection of a long range vision to the Board on August 1 for their consideration. Based on feedback received at the meeting and from stakeholders and the public, staff will return to the Board to ask them to take action at a subsequent meeting.**

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.

Caltrain Business Plan

JULY 2019

Board Agenda Item# 4 (f)
LPMG

6/27/2019



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?





Flexibility and Integration



5

Understanding the 2040 “Growth Scenarios” as illustrative frameworks

What Service planning work to date has been focused on the development of detailed, illustrative growth scenarios for the Caltrain corridor. The following analysis generalizes these detailed scenarios, emphasizing opportunities for both variation and larger regional integration within the service frameworks that have been developed.

Why The “2040 Service Vision” that will be recommended to the Board will set a generalized framework for growth. There are still many unknowns regarding exactly how both the Caltrain corridor and the regional rail network may evolve. This analysis helps frame some of those unknowns and opportunities



6



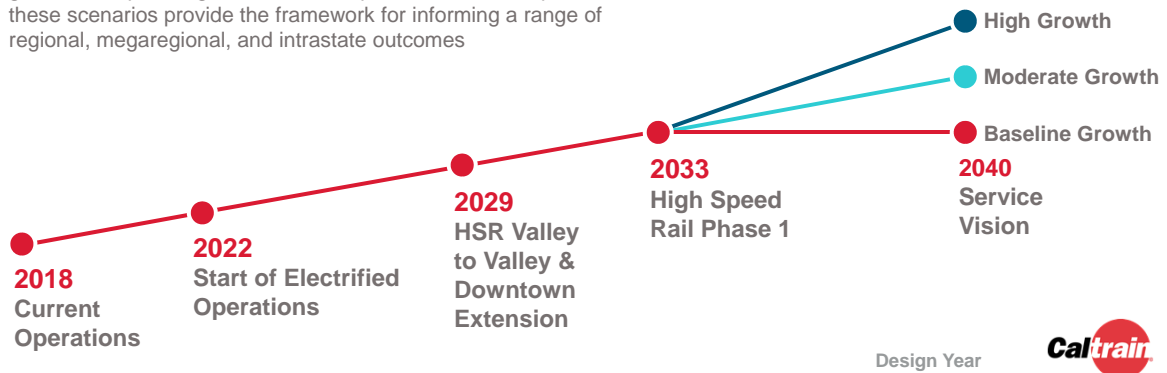
Caltrain Service Flexibility



2040 Service Scenarios: Different Ways to Grow

Amount of Investment / Number of Trains

The Business Plan scenarios provide *illustrative frameworks* to guide future planning decisions. This presentation will explore how these scenarios provide the framework for informing a range of regional, megaregional, and intrastate outcomes



What is a Train Slot?

Fundamentally the Service Scenarios developed within the Business Plan illustrate how additional train “slots” or “paths” can be created on the Peninsula Corridor that accommodate different types and volumes of service

Train Slots

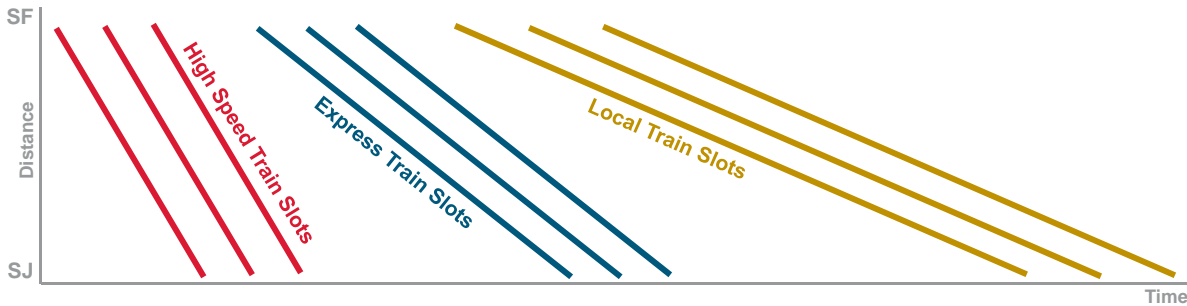
A train slot is an opportunity to operate a train between two endpoints over a defined path on the railroad with a specific stopping pattern and equipment performance

Service to Multiple Markets

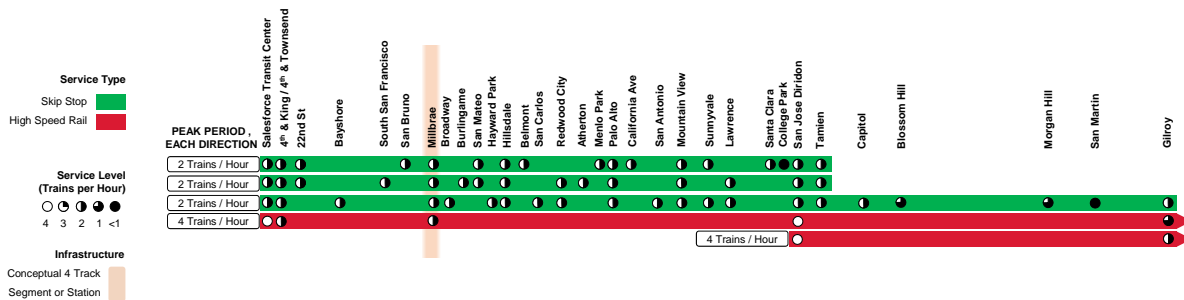
Each service plan (Baseline, Moderate, High) defines a set of trains slots that operate without conflicts (i.e. using the same path at the same time) that together provide a specific level of service to markets. Each service plan differs in the quantity and type of service markets collectively receive

Train Slot Planning

The available infrastructure defines how many slots can be planned, and how much variation among the slots can be tolerated. In general, the greater the variability in stopping patterns and train speeds the fewer slots can coexist without conflicts on a railroad



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

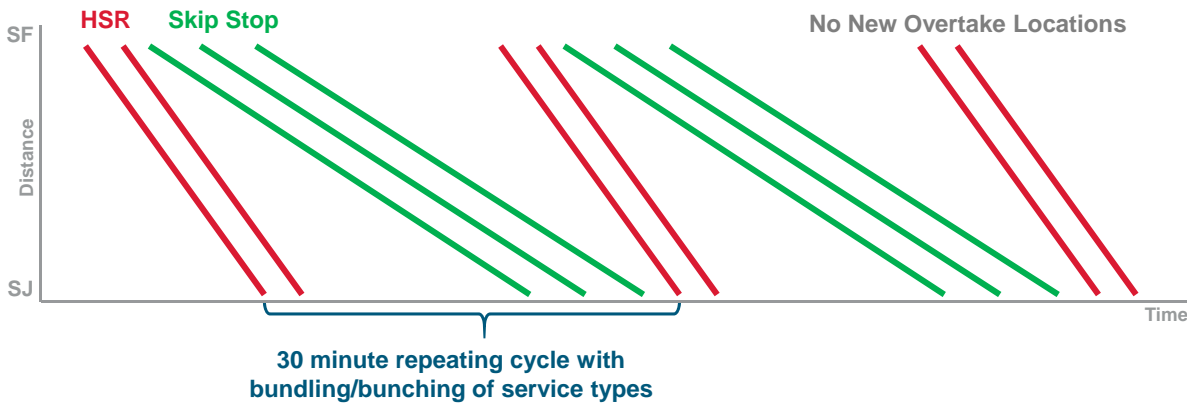
Passing Track Needs

- 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

Baseline Growth Service Structure



Baseline

Generalized Infrastructure:

Service Concept Description:

Possible Variations within Framework:

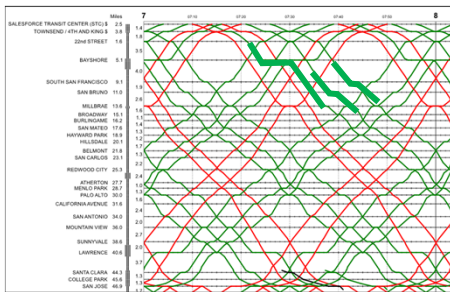
New Signal System, overtakes limited to existing locations (Bayshore, Lawrence)

Two Services – Caltrain Skip-Stop operate bunched service in between bunched HSR trains

Station service levels and stopping patterns

Service Flexibility within Baseline Growth

Baseline Scenario- Base Concept

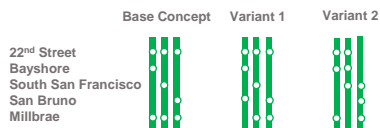


The Baseline Scenario has limited flexibility due to lack of passing tracks

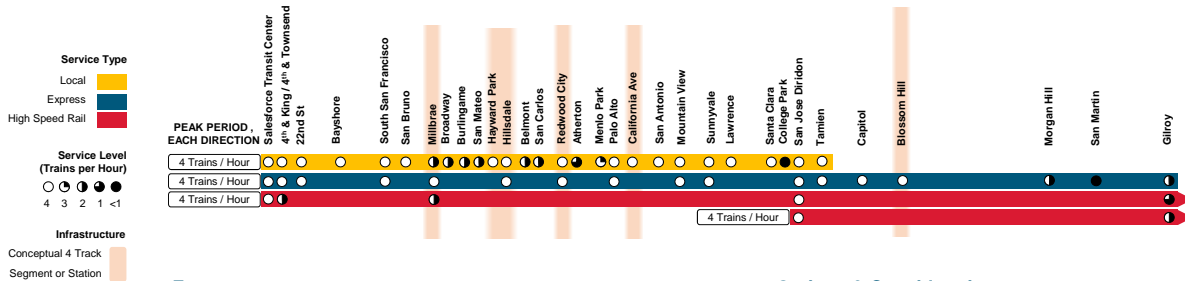
Stops can be “moved” or reallocated between individual stations and patterns but the overall pattern needs to stay the same for all the trains to fit

For example, the Baseline Scenario serves fast-growing stations at Bayshore, South San Francisco, and San Bruno with only two trains per hour. Within the construct of the “baseline” framework, Caltrain would need to reduce service at nearby stations or lengthen travel times to increase service to these stations

Example Variations



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

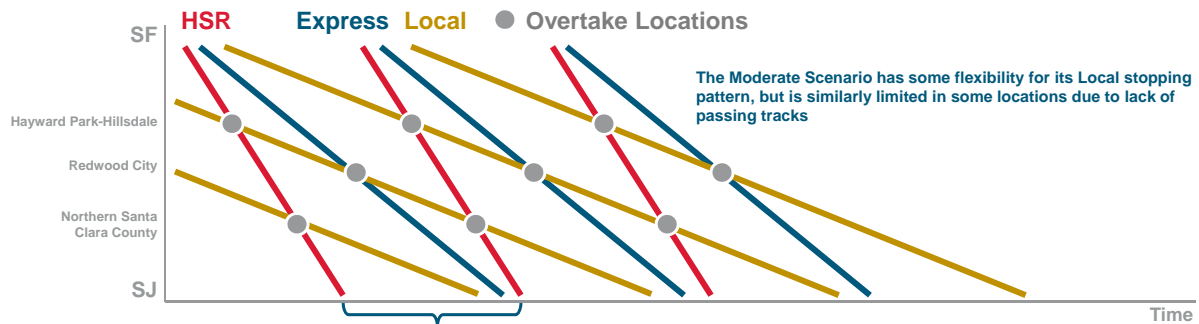
Passing Track Needs

- 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
- 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

Moderate Growth Service Structure



15 minute repeating cycle with even, clock-face spacing of service types

Moderate Growth

Generalized Infrastructure:

New Signal System, Infrastructure to support overtakes at Hayward Park-Hillsdale, Redwood City, and a station in northern Santa Clara county

Service Concept Description:

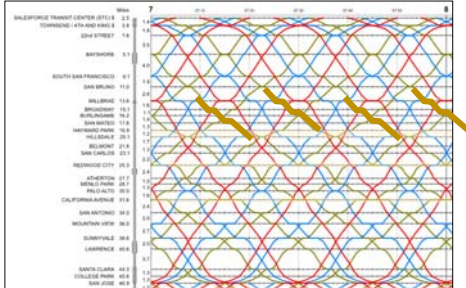
Three Services in spread 15 minute pattern – Four Caltrain Express and four Local – with connection in Redwood City with four HSR in even intervals

Possible Variations within Framework:

Local train stopping patterns

Service Flexibility within Moderate Growth

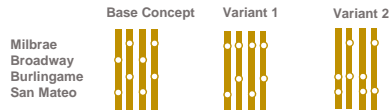
Moderate Scenario - Base Concept



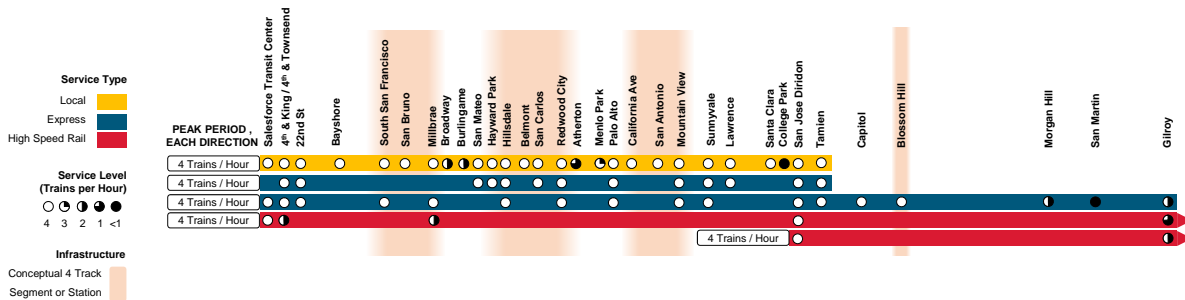
The Moderate Scenario has some flexibility for its Local stopping pattern, but is similarly limited in some locations due to lack of passing tracks and reintroduction of service to two stations

For example, the Moderate Scenario serves closely-spaced mid-Peninsula stations with a skip stop pattern, with Millbrae, Broadway, Burlingame, and San Mateo each receiving two trains per hour, per direction. If regular weekday service to Broadway was not reintroduced, service may be shifted to adjacent stations

Example Variations



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

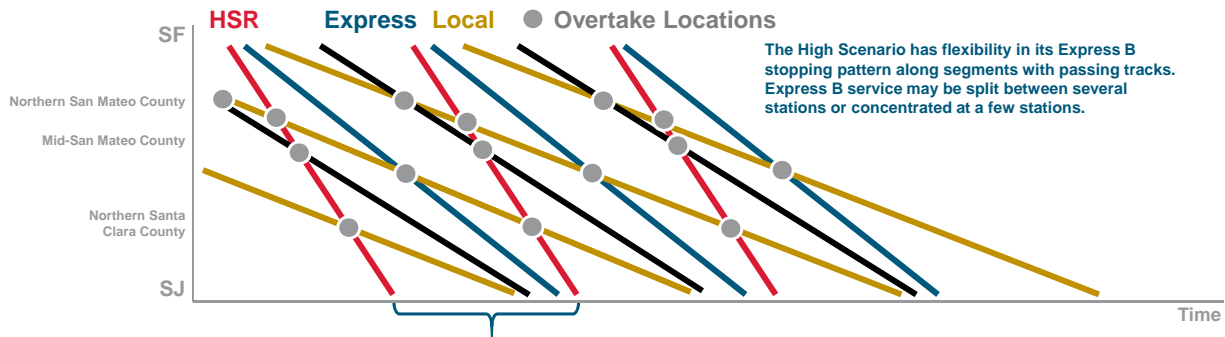
Passing Track Needs

- 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 (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

High Growth Service Structure



15 minute repeating cycle with even, clock-face spacing of service types

High Growth

Generalized Infrastructure:

New Signal System, Infrastructure to support between South San Francisco and Millbrae, Hayward Park and Redwood City, and a five mile segment in northern Santa Clara County

Service Concept Description: with

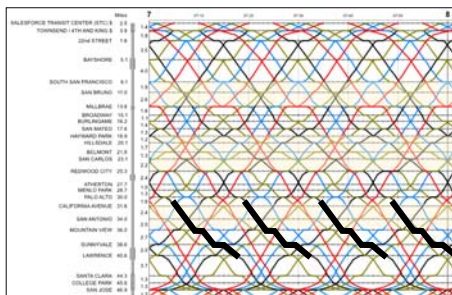
Four Services in spread 15 minute pattern – Eight Caltrain Express (A and B) four Local – connection in Redwood City with four HSR in even intervals

Possible Variations within Framework:

Local train skip stop pattern and Express B stopping pattern.

Service Flexibility within High Growth

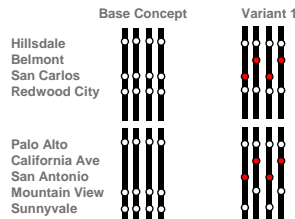
High Growth - Base Concept



The High Scenario has flexibility in its Express B stopping pattern along segments with passing tracks

Express B service may be split between several stations or concentrated at a few stations. There are also some opportunities to reduce passing track lengths but with potential impacts to service travel time and stopping patterns

Example Variations



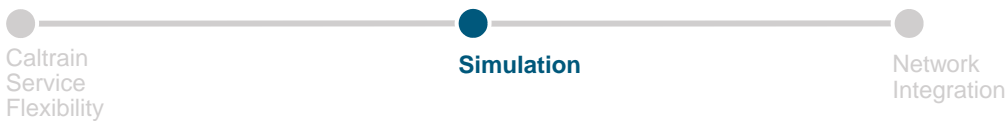
Generalizing the 2040 Growth Scenarios

The different 2040 growth scenarios developed through the Business Plan can be generalized in the following way

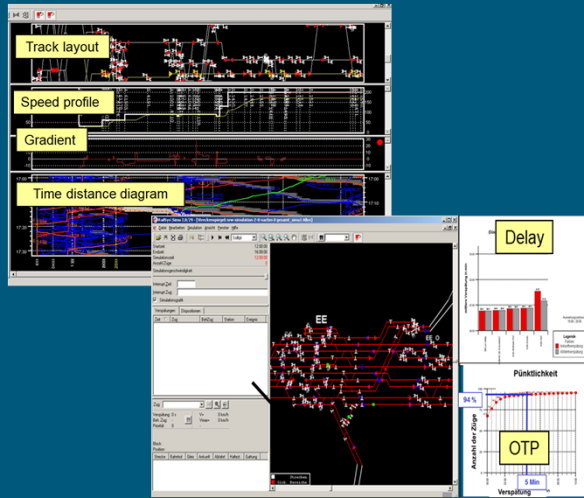
	Baseline	Moderate	High
Total Train Slots	Up to 10 per hour per direction	Up to 12 per hour per direction	Up to 16 per hour per direction
Service Types	<ul style="list-style-type: none"> • Skip-stop (up to 6) • High speed (up to 4) 	<ul style="list-style-type: none"> • Local (up to 4) • Express (up to 4) • High speed (up to 4) 	<ul style="list-style-type: none"> • Local (up to 4) • Express (up to 8 in two patterns) • High speed (up to 4)
Scheduling	Irregular/ bunched	Regular, pulsed at major hubs	Regular, pulsed at major hubs
New Overtakes	None	Limited, station-based	Extensive 4 track segments
Operating Environment	Electrified corridor with use by high performance EMU and HSR equipment; modern high-density signaling system		



Simulation



Simulation

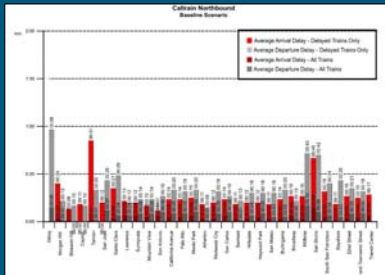


Initial Process

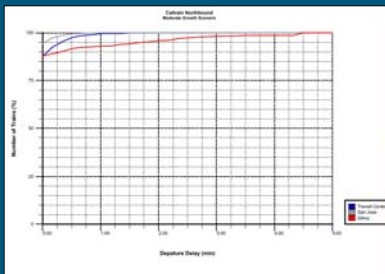
- The primary objective for the simulation analysis was to determine whether the simulation model indicates a stable rush-hour operation absent any major disruptions (e.g track outages or disabled trains) for the three growth scenarios subject to analysis.
- Of particular concern was the extent to which the variability of dwells at intermediate stations affected the ability to deliver the proposed timetables within reasonable on-time performance parameters.
- A baseline simulation was run with no perturbations to confirm the operational feasibility of the scheduled timetable as planned. Once confirmed, 100 simulations were run that introduce variability in dwell and other minor delay to test the robustness of the timetable. Summary statistics were then produced for all 100 cases that describe average delay at key locations along the corridor.



Example Results



Shows minimal delay for Northbound Caltrain service even under perturbed conditions in the **Baseline Scenario**



Shows, on average, northbound Caltrain trains arriving with less delay at STC than introduced at Gilroy showing ability to make up time enroute. Nearly all trains arrive with one minute of schedule to STC despite variations in dwell and added delay in the **Moderate Scenario**

Preliminary Results

- The simulated results show a stable rush hour for all three scenarios tested.
- The Moderate scenario shows the best simulated performance with the lowest cumulative delay across the range of perturbed model runs.
- Arrival times into STC for northbound Caltrain service showed average delays less than 10 seconds for all trains, and less than 30 seconds for delayed trains across all three scenarios tested.
- These results show the basic stability of the timetable for Caltrain, despite using pessimistic arrival times for HSR at Gilroy aimed at fully testing the resilience of the Caltrain schedules.





Network Integration



Integrating with a State and Regional Network

How Does the Caltrain Corridor and Service Vision Integrate with a Broader Rail and Transit Network?

The previous slides described the flexibility and constraints within each growth scenario. The following slides explore how the different ways that these growth scenarios could interface with and support a larger regional, megaregional and state rail system.

Connections vs. Interlining

From a service standpoint the Caltrain service and corridor can integrate with the network through both timed connections and transfers as well as direct "interlining" or shared use of rail infrastructure. Both options are equally important from a customer and mobility perspective- but the technical opportunities and challenges associated with each are significantly different.



2018 California State Rail Plan

Types of Network Integration: Connections

Connections

Definition: Major designed *transfer* opportunities between different rail and transit systems at key stations. Interface should appear seamless to customers but major operating infrastructure and systems are not actually shared

Examples:

- Connections between BART, SamTrans, and Caltrain at Millbrae
- Future connections between Caltrain and BART at Diridon
- Future connections between Caltrain, BART, and Transbay buses at Salesforce Transit Center



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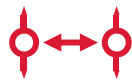
Connections: Caltrain Considerations

The regular, clockface service plans in the Moderate and High Growth scenarios enable coordinated connections with other transit operators, while the Baseline Scenario's bunched schedule presents major challenges to coordination



Schedule Coordination

- Measures to improve connections across agencies (e.g. timed transfers)



Transfer Volumes

- Amount of people making connections



Other Key Considerations

- Factors outside of core service design (e.g. station design and fare integration)



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Types of Network Integration: Interlining

Interlining

Definition: Shared use of common rail infrastructure by different train operators and services including any track, platforms and operating systems.

In this presentation interlining may refer to both the introduction of other passenger rail operators into the Caltrain corridor or the extension of Caltrain services onto corridors not owned by the JPB

Examples:

- CCJPA and ACE use of Caltrain corridor between Santa Clara and Diridon
- Future use of Caltrain corridor by High Speed Rail
- Potential Future use of UP corridor to Salinas by Caltrain

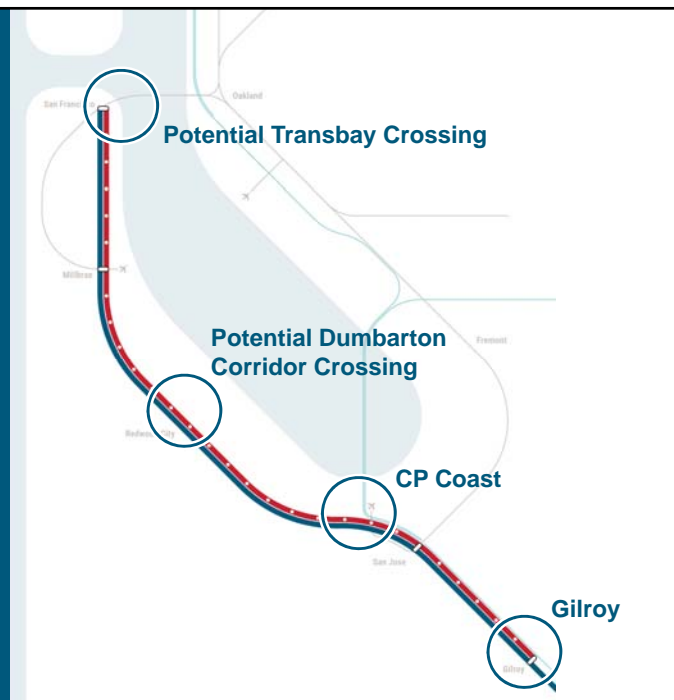


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Interlining Opportunities

There are several existing or potential points where the Caltrain corridor interfaces (or could interface) with the regional and state rail network in a way that would support the interlining of services onto the Caltrain corridor (or the extension of services "off" the corridor)

More so than coordinated connections, interlining introduces a number of significant technical and policy considerations that must be addressed



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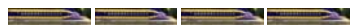
Interlining: Caltrain Considerations

Balancing Limited Capacity Across Corridor and Regional Markets



Caltrain Corridor Market (8+ Slots)

- At least 8 TPHPD required to serve capacity and coverage needs
- Still may result in uncomfortable peak hour crowding along most of the corridor



HSR Market (4 Slots)

- Committed to 4 TPHPD to serve HSR needs between San Francisco and Los Angeles



Opportunities for 4 Additional Slots

- Additional Caltrain express service to help alleviate crowding conditions and realize full demand
- Additional regional service to provide connections to enhance connections to East Bay, Sacramento, and/or Central Valley

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Interlining: Implications for Service Scenarios

- All Business Plan scenarios are interlined with HSR and include potential for expanded Caltrain interlining to Gilroy
- Beyond HSR major new interlining is generally not possible for Baseline and Moderate Growth Scenarios without slowing HSR and Caltrain travel times or *significantly* exacerbating Caltrain crowding by diverting slots
- **Additional major interlining is only possible with the type of additional passing track infrastructure and corridor upgrades identified in the High Growth Scenario**



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2040 Network Interface

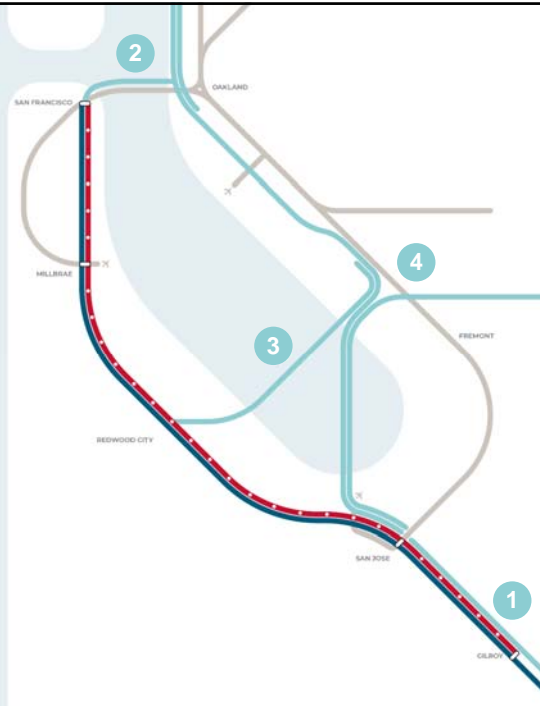
The 2040 regional transportation network includes several major new interfaces with the Caltrain corridor that are well defined and have been fully integrated into existing service planning and modeling:

- BART to San Jose (**connection**)
- DTX will offer new connections between Caltrain and the East Bay (**connection**)
- HSR service will be integrated with Caltrain via blended corridor operations (**interlining**)

A number of additional interfaces are being planned or considered that have significant implications for Caltrain:

1. Rail service to Central Coast/Monterey County
2. A Second Transbay Tube
3. Dumbarton Rail
4. ACE expansion & Capitol Corridor service expansions

Options and opportunities around these interfaces *from the perspective of the Caltrain Corridor* are explored in the following slides



Rail Service to Central Coast / Monterey County

Description

The State Rail Plan calls for expanded intercity rail service to the Central Coast, terminating at Gilroy Station

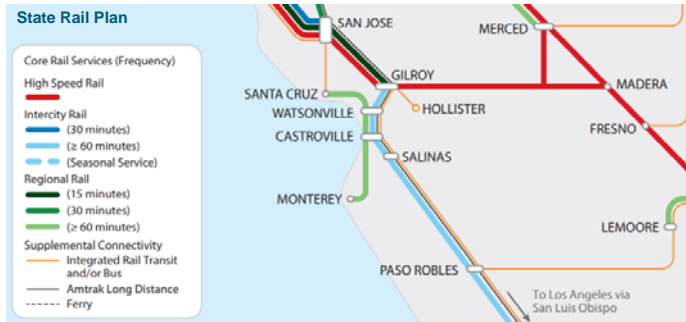
The Transportation Agency for Monterey County (TAMC) has proposed extending passenger rail service from San Jose to Salinas, with stations in Pajaro/Watsonville, Castroville, and Salinas



Rail Service to Central Coast / Monterey County

Options/Considerations

- In order to interline or extend passenger rail service south of Gilroy, the Monterey/Central Coast corridor would need to be electrified.
- For all scenarios, there are no additional peak-period slots available between San Jose and Gilroy to interline non-Caltrain, non-HSR services without adding passing tracks
- A well-coordinated connection to a diesel service may be considered at Gilroy in lieu of extending electrified Caltrain service or adding passing tracks (this approach would be consistent with the State Rail Plan). Some interlining / extension options may be possible however in the near- and medium term

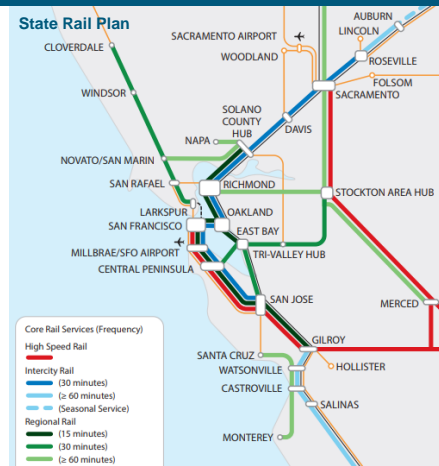


Second Transbay Tube

Description

BART is evaluating the feasibility of a Second Transbay Tube to serve BART-gauge rail and/or conventional rail. The State Rail Plan also considers Caltrain and intercity rail service spanning the Transbay corridor

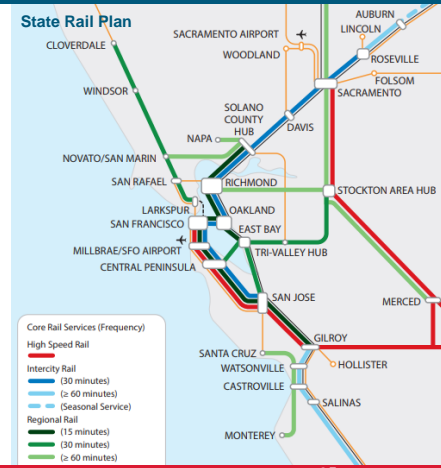
The Second Transbay Tube may serve as a connection between BART and Caltrain at STC or 4th & King, or an extension of rail service from the Caltrain corridor to the East Bay and beyond



Second Transbay Tube

Options/Considerations

- A Second Tube is likely to exacerbate crowding challenges for the Baseline and Moderate Growth Scenarios, regardless of whether Caltrain extends to the East Bay or connects to a BART Tube in San Francisco
- There is no good option for turning westbound trains back in San Francisco - services need to be interlined
- The High Growth Scenario presents the most flexibility to interline a range of services, including from the East Bay and from Sacramento and San Jose as envisioned by the State Rail Plan
- An extension of Caltrain through the Second Tube presents operational challenges if it does not occur at STC



Dumbarton Rail

Description

SamTrans and Cross-Bay Transit Partners are currently analyzing several project alternatives to introduce passenger rail service between the Caltrain Corridor and East Bay. The State Rail Plan considers extending Dumbarton Rail service across the Altamont Pass to the Central Valley

Previous ridership forecasts estimated demand around 15,000 daily riders for a Union City-Redwood City route, with about 2,000 transferring to or from Caltrain



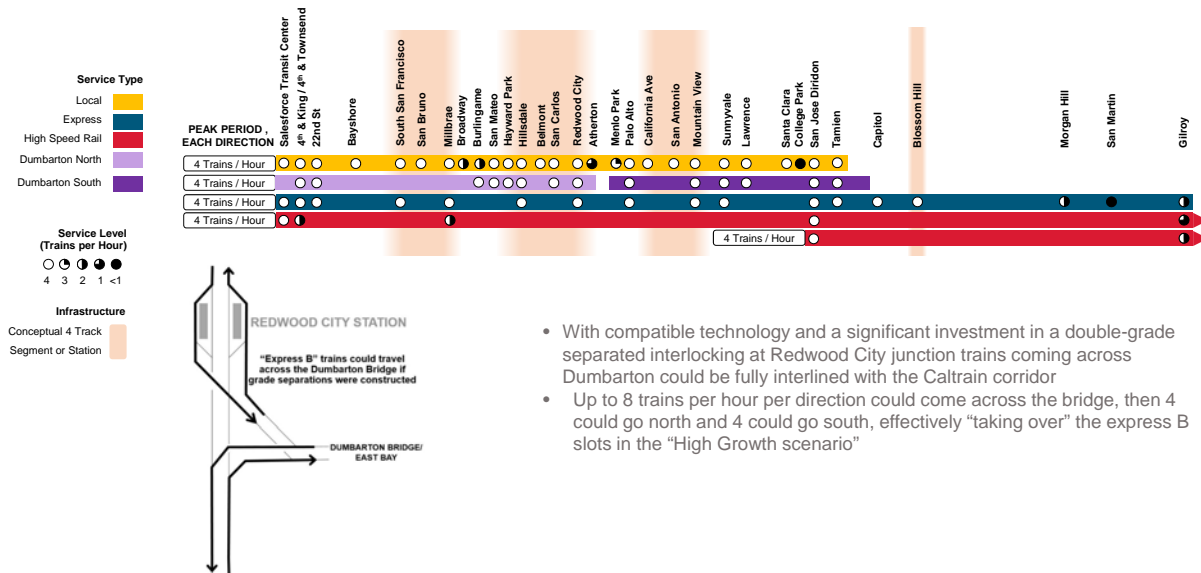
Dumbarton Rail

Options/Considerations

- For the Baseline and Moderate Scenarios, Dumbarton Rail would **connect** at Redwood City. Connections could be timed for Moderate, but not Baseline. Large-scale interlining is not possible in either scenario.
- A significant investment in Redwood City Station is needed to accommodate an additional platform for a Dumbarton Rail connection in addition to a four track Caltrain station in the Moderate and High Scenarios.
- For the High Growth Scenario, Dumbarton Rail may either **connect or interline**, assuming compatible technology. However, interlining may result in overall lower ridership unless service is extended beyond a Union City terminus in the east bay.



Dumbarton Rail Interface – Full Interlining



- With compatible technology and a significant investment in a double-grade separated interlocking at Redwood City junction trains coming across Dumbarton could be fully interlined with the Caltrain corridor
- Up to 8 trains per hour per direction could come across the bridge, then 4 could go north and 4 could go south, effectively "taking over" the express B slots in the "High Growth scenario"

Visionary Service Levels for ACE and Capitol Corridor

A range of significantly increased service levels for ACE and Capitol Corridor are contemplated in both the 2018 State Rail Plan as well as the plans and visions of both agencies

The Business Plan team evaluated opportunities and challenges associated with accommodating combined service levels for between 4 and 8 tphpd

State Rail Plan (2018)

- 30-minute bidirectional service connecting to San Jose

Capitol Corridor Vision Plan (2016)

- 15 Trains per Day between San Jose and Sacramento (hourly frequencies)
- Long-Term: Discussion of electrification with 4 TPHPD terminating in San Jose

ACE Forward (2017)

- 10 daily roundtrips (+4 from existing)

Altamont Vision Plan (ongoing)

- Consideration of 4 TPHPD across Altamont corridor terminating at San Jose



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Options & Considerations

Routings

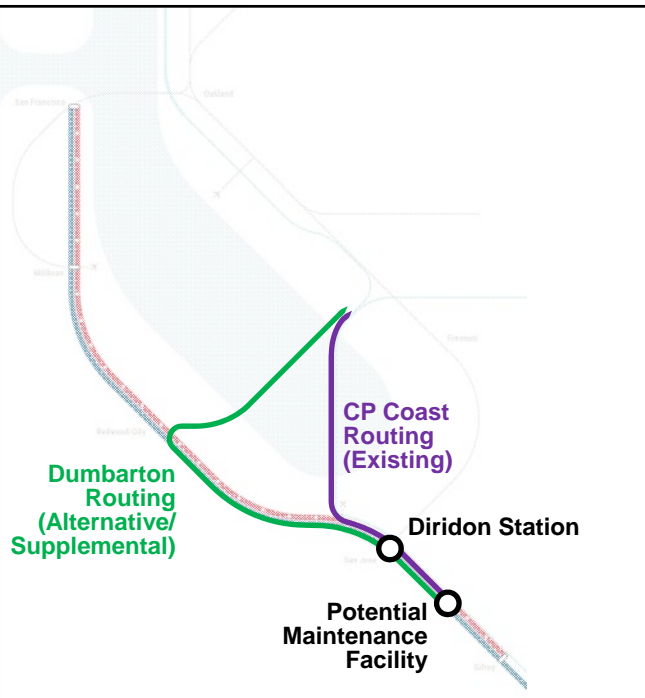
- Today, ACE and CCJPA services come on to the Caltrain Corridor at CP Coast
- An alternative future routing could have some or all services route across the Dumbarton Bridge. This option requires “high growth” infrastructure and the use of compatible rolling stock

Infrastructure at Diridon

- Infrastructure at and around the Diridon Station is constrained
- The different growth scenarios for Caltrain/ HSR all require the same set of platforms and tracks at Diridon.
- Significantly increasing ACE and/or CCJPA services to San Jose has the potential to drive an expanded infrastructure footprint

Turns and Storage

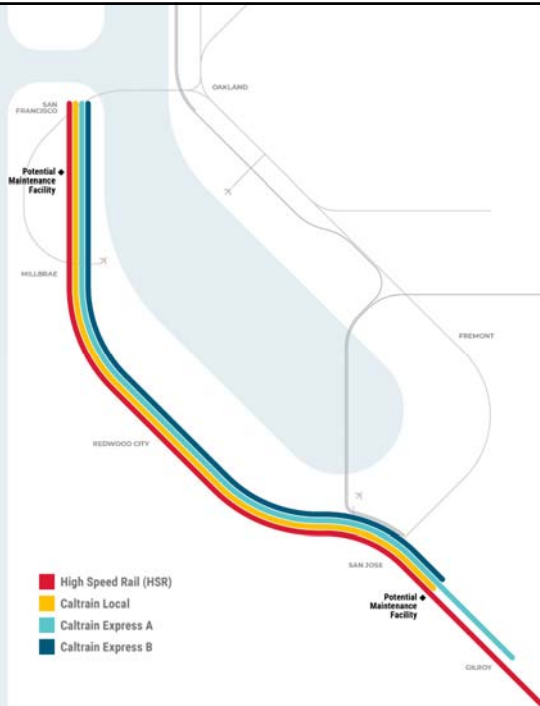
- Regardless of routing, accommodating “visionary” levels of ACE and CCJPA service (4 tphpd or more) will require that trains run through Diridon to a new storage and turn facility south of the station. This facility could be shared with a future Caltrain facility



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Options for a Regionalized Rail System

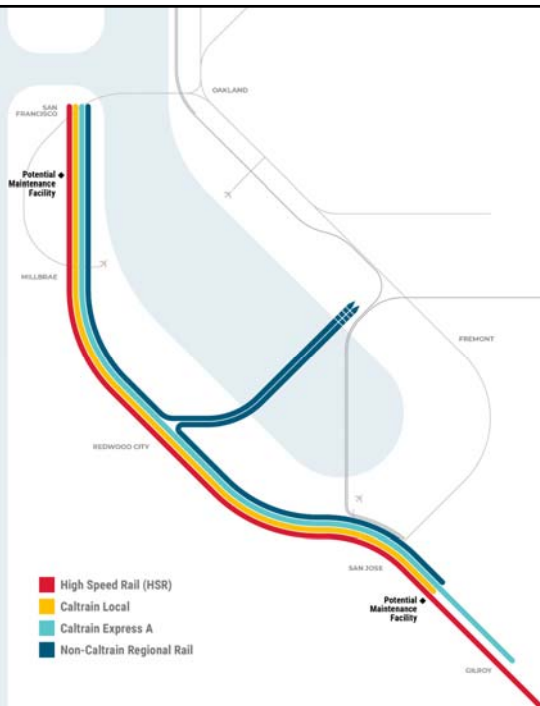
2040 High Growth Service



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Options for a Regionalized Rail System

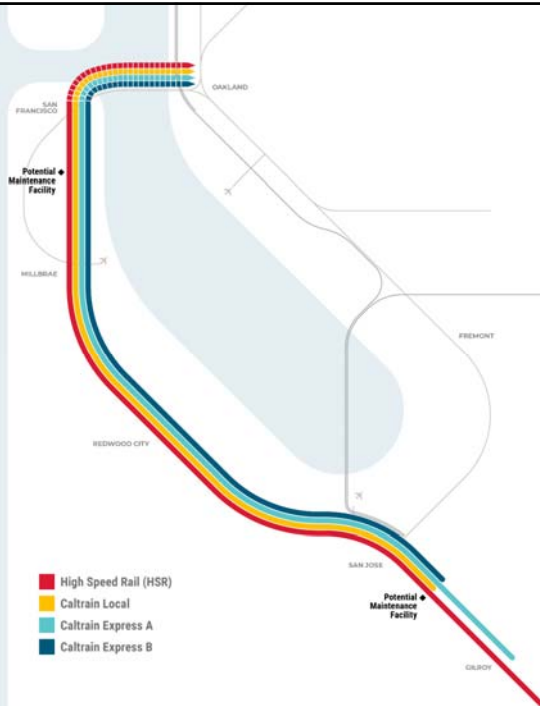
Dumbarton Bridge Interlining



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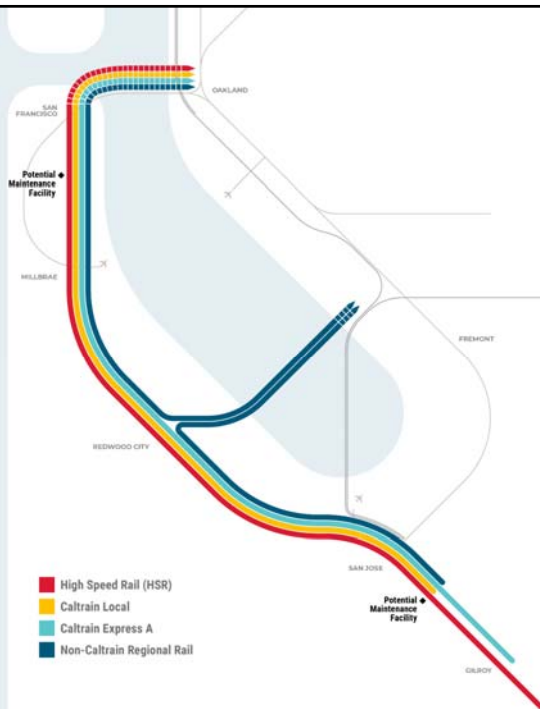
Options for a Regionalized Rail System

Second Transbay Tube Interlining



Options for a Regionalized Rail System

Dumbarton Bridge and Second Transbay Tube Interlining



Options for a Regionalized Rail System

Train Slot Allocation



Railroad-Community Interface Update



Why We Are Addressing the Railroad-Community Interface

As Caltrain plans for growth and transformation, careful and intentional management of the interface between the railroad and its surrounding communities is critical

Caltrain and the communities we serve are all part of a shared corridor. The railroad is a community asset

As the corridor grows and changes we have both the ability and responsibility to work together in a way that improves quality of life for both riders and residents



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Key Themes

From Public, Stakeholder, and Community Interface Outreach



Service Frequency

Ensure service is increased along the corridor and at stations



Ridership and Growth Projections

Understand how much growth to expect and what the railroad can accommodate



Physical Infrastructure

Manage the balance between service increases and infrastructure impacts. Address at grade crossings



Station Area Planning

Consider land use and station access factors including TOD, first/last-mile connections, and transfers



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Railroad Community Interface Meetings

Purpose

1. Update cities on work done to-date
2. Build awareness of the Business Plan schedule and the communication channels available to cities
3. Understand full breadth of the interface that affects communities
4. Collect input on growth scenarios

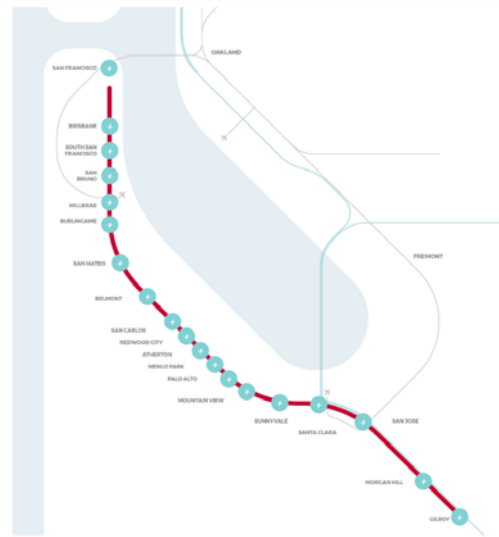
Attendees

City staff representing public works, planning, economic development, and city managers offices + City Council members + Caltrain Railroad Community Interface team

When

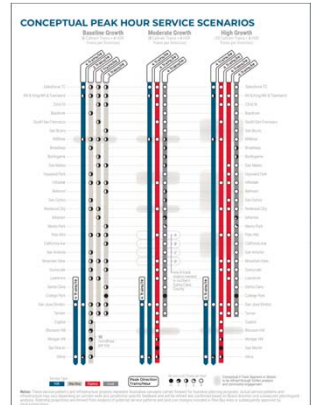
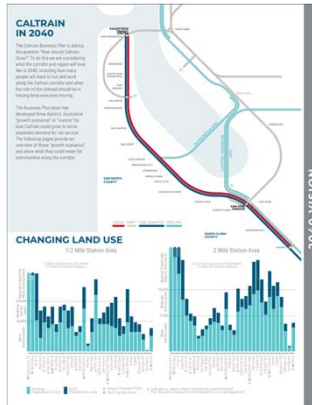
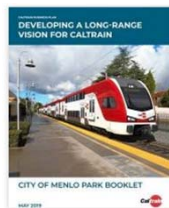
September - October 2018

March - April 2019



Work Products

City Booklets



View the booklets at: www.caltrain2040.org


Work Products

Defining the Railroad Community Interface

The railroad-community interface is complex and manifests differently in different communities. It includes physical interfaces as well as activities and outcomes


During the Spring of 2019 the Business Plan team developed a set of “definitions” that describe the railroad-community interface. These definitions have been developed through interviews with City staff as well as interviews with Caltrain personnel

What is the Railroad-Community Interface?




Physical

- Railroad ROW
- Structures
- Facilities, track, fleet, systems, & equipment
- Stations
- Station access facilities
- Crossings




Activities

- Rail service
- Station access & personal travel
- Maintenance
- Construction
- Land use & development



Outcomes

- Railroad performance
- Mobility, access, and congestion
- Economic development
- Environment
- Safety



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Work Products

Community Interface Case Studies

During the Spring of 2019 the Business Plan team also began development on a series of brief “community interface” case studies based on key themes we heard from our meetings with City staff

These case studies are intended to showcase examples of the many different railroads and corridors around the country and the world where railroad-community interface issues have been addressed

Case Study Focus Areas	Sub-Focus Areas
Crossings	<ul style="list-style-type: none"> • Improved at-grade crossings • Coordinated grade separation programs • Integrated grade separation design
Land Use & Development	<ul style="list-style-type: none"> • Traditional “parking lot” TOD • Small-scale Station Activation • Intensive Station Development
Station Access & Personal Travel	<ul style="list-style-type: none"> • Multi-Modal Stations • Bicycle Access • Schedule Coordination • Public / Private Flexible Mobility
Noises & Nuisances	<ul style="list-style-type: none"> • Noise & Vibration Solutions • Maintenance & Construction Mitigation • Preventing Trespassing and Intrusions

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Work Products

Definitions & Case Study Booklets

The team is working to create two, summary-level booklets that document the corridor-community interface and highlight the different community interface case-studies considered

- Two 30- 40-page booklets documenting 16 different "interfaces" and 35 different case studies and examples
- Written at a summary level for a general audience including local policymakers and interested members of the public
- Intended to be a resources that helps ground discussion and prompt further research and exchange of ideas
- Will be made available in Fall 2019



An at-grade crossing in Ontario, Canada



Grade Separations in Melbourne, Australia



Berlin Stadtbahn, Germany



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Organizational Assessment Update



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Why We Are Undertaking an Organizational Assessment

The Caltrain organization is preparing for significant change across multiple timescales. To be successful the organization must simultaneously:

- Serve its current customers and maintain existing service
- Complete the Peninsula Corridor Electrification Program and successfully launch a transformed, electrified rail service
- Plan for a future of continued expansion including integration with significant local, regional and state projects such as terminal projects, HSR and grade separations as well as significant increases to its own service and ridership levels



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Areas of Focus

The Caltrain “Organization” is a broad topic that spans many different, overlapping levels and subjects

The work within the organizational assessment is comprehensive and broad, addressing multiple types and levels of organizational considerations

Work has been supported by Stanford University and led by Howard Permut, former President of Metro-North Railroad



Service Delivery

- The manner in which Caltrain operates and delivers its services
- Focus on train service delivery and contracting mechanism



Internal Organization

- The manner in which Caltrain organizes itself
- Focus on resources, functionality, and supporting / shared services



Governance

- The manner in which Caltrain is overseen by a governing body
- Focus on options for self-directed change, regional integration and certain parallel considerations



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Key Questions

For each focus area (service delivery, organization and governance) various potential options have been identified and analyzed. Recommendations will be framed around the following three questions:

- Is this the right time to have this discussion?
What are the implications if no decisions are reached?
- Which of the options and alternatives identified should remain under active consideration? Which can be set aside?
- What additional work is needed to reach a decision as to a path forward and an implementation plan?



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Work Products

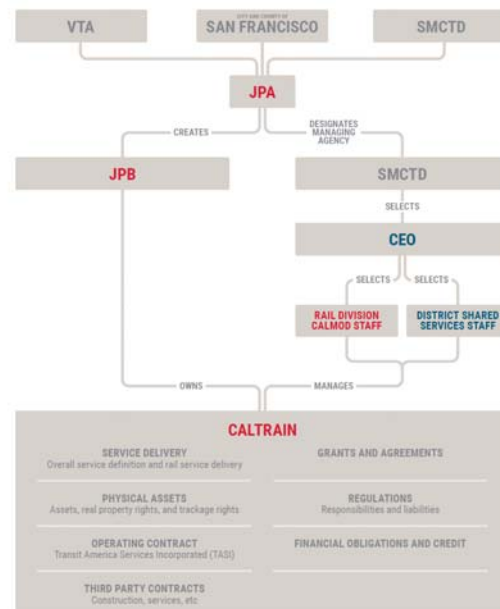
Data Gathering & Initial Assessment

Reviewed key agency documents and agreements and conducted in depth interviews with over 50 people including Board Members, Caltrain staff, partner agency staff and external experts and stakeholders

Defining & Mapping Railroad Functions

Defined and described standard outputs and functions of passenger railroads

Mapped these functions to the Caltrain Organization, documenting how the railroad is organized and how various functions are fulfilled today



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Work Products

Comparison to Other Systems

Worked with Professor Michael Bennon and the Stanford Global Projects Center to conduct peer research on US railroads as well as select analysis of railroads around the world

Focus areas included varied by railroad and included alternative service delivery models, governance structure and organization of shared services

US Railroads Reviewed

- Capitol Corridor (CCJPA)
- Southern California Regional Rail Authority (Metrolink)
- San Joaquin Regional Rail Commission (ACE)
- Sonoma-Marín Area Rail Transit (SMART)
- Massachusetts Bay Transportation Authority (MBTA)
- Southeastern Pennsylvania Transportation Authority (SEPTA)

International Railroads Reviewed

- Bern-Lötschberg-Simplon (BLS) Railway (Switzerland)
- Kintetsu Rail Company (Japan)
- Chiltern Railroad (UK)



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Work Products

Organizational & Governance Analysis

Analyzed key issues and choices related to service delivery, internal organization and governance

Developed a detailed set of options and alternatives for the Board and member agencies to consider

Recommendations and next steps under Development

A full, detailed report will be provided in late July. Howard Permut will provide an in depth presentation of his work as part of the August Workshop



Governance Options Analyzed and Discussed

Self-Directed Options

- a) Retention of status-quo
- b) Retention of JPA with modifications to management structure
- c) Retention of JPA reorganized as rail authority
- d) Retention of JPA reorganized as rail authority with shared services
- e) Creation of Special District to govern Caltrain

Non-Self-Directed Options (Regional Options)

- f) Enhanced regional coordination
- g) Regionalization of key functions
- h) Regional "umbrella" authority with subsidiary railroads
- i) Consolidated regional rail authority

Parallel, Governance-Related Considerations

- Mega Project Delivery (including analysis of construction authorities and grade separation districts)
- Service expansion / integration with other rail operators
- Role of the private sector and market forces



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Outreach Update and August Board Workshop



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Outreach Activities to Date

July 2018 – June 2019 Timeline

	2018						2019					
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Local Policy Maker Group	●	●	●		●	●		●	●	●		●
City/County Staff Coordinating Group	●	●	●		●	●		●	●	●		●
Project Partner Committee	●	●	●	●	●	●	●	●	●	●	●	●
Railroad-Community Interface Meetings			●	●	●				●	●		
Stakeholder Advisory Group				●			●				●	
Partner General Manager				●			●				●	
Website & Survey Launch (over 1,000 survey responses)					●							
Community Meetings (SPUR, Friends of Caltrain, Reddit TownHall, Station Outreach, YouTube Live)					●		●	●	●		●	●
Sister Agency Presentations (SFCTA, SF Capital Planning, TJPA, SamTrans, SMCTA, CCAG, VTA, MTC, Diridon Station JPAB)					●	●	●	●	●	●	●	●

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Individual Jurisdiction Outreach

	Atherton	Belmont	Brisbane	Burlingame	Citroy	Menlo Park	Millbrae	Morgan Hill	Mountain View	Palo Alto	Redwood City	San Bruno	San Carlos	San Francisco	San Jose	San Mateo	Santa Clara	South San Francisco	Sunnyvale
Round 1: Fall 2018 Railroad-Community Interface Meeting	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Round 2: Spring 2019 Railroad-Community Interface Meeting	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
City Council Meeting Completed or Scheduled		✓		✓			✓		✓	✓	✓			✓*		✓			
														*SFCTA					

View individual jurisdiction booklets at: www.caltrain2040.org/community-interface



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Outreach Activities to Date

July 2018 – June 2019 by the Numbers

Stakeholders Engaged

21

Jurisdictions

26

Public Agencies

142

Stakeholder Meetings

93

Organizations in Stakeholder Advisory Group

Public Outreach

45

Public Meetings and Presentations

1,000+

Survey Responses

13,000+

Website Views

27,000

Social Media Engagements

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Timeline



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What to Expect in August

The primary purpose of the Board Workshop in August will be to present a draft, staff Recommendation for the 2040 Service Vision

The recommended Service Vision will be based on the analysis conducted to date and will be expressed as a high-level policy statement describing the type and quantity of service envisioned for the corridor

The August workshop is **informational only**. Based on comments received staff will return to the Board at a subsequent meeting with a final vision for adoption

The Service Vision will guide staff's completion of the Business Plan and will provide critical guidance to a number of long term planning efforts

Summary of Work Completed

- Summary of analysis completed over last year
- Focus on comparison between different growth scenarios

Full Business Case Analysis

- Comprehensive financial outputs for each service scenario
- Economic and cost/benefit analysis for each scenario

Organizational Assessment

- Detailed documentation of organizational assessment
- Presentation by Howard Permut
- Recommendations and next steps

Recommend Service Vision

- Presentation of draft recommended service vision
- Discussion of key steps to complete the Business Plan



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Planned Outreach

The Caltrain Business Plan team will expand outreach activities during the months of July, August and September as the Board considers a draft recommendation for a long range service vision.

The Board will receive a summary of outreach undertaken and feedback received prior to any request to take action on the long range service vision.

Prior to August 1 Workshop

- July 22 – Online Public Meeting
- July 24- Inaugural Caltrain Planning Subcommittee Meeting
- Launch of “Online Open House”
- Briefings with partner agency General Managers / Executives

August and September (Prior to request for Board Action)

- 3 Dedicated Public Meetings
- Rider outreach
- Caltrain Citizen Advisory Committee and Bicycle Advisory Committee
- SB 797 Agency Group
- Sister Agency Boards (SFCTA, SamTrans, SMCTA, VTA and others)
- Boards of Supervisors
- City/County Staff Group and Local Policy Maker Group
- City Councils, as requested
- Stakeholder Advisory Group
- Federal and State delegation briefings
- Business Group briefings



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FOR MORE INFORMATION

WWW.CALTRAIN2040.ORG

BUSINESSPLAN@CALTRAIN.COM

650-508-6499



**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board
THROUGH: Jim Hartnett
Executive Director
FROM: Derek Hansel
Chief Financial Officer
SUBJECT: **APPROVAL AND RATIFICATION OF THE FISCAL YEAR 2019-2020 PROPERTY INSURANCE PROGRAM**

ACTION

Staff Coordinating Council (SCC) recommends the Board approve and ratify the Peninsula Corridor Joint Powers Board (JPB) property insurance program for Fiscal Year (FY) 2019-20 at a total premium cost not to exceed \$886,758. The proposed program includes property insurance coverage for real and personal property with limits of \$400 million. The program covers the JPB's Centralized Equipment Maintenance and Operations Facility (CEMOF), stations, tunnels, bridges, culverts, signals, railroad equipment, and rolling stock. This insurance also continues to provide coverage against terrorism, as well as boiler and machinery perils for real property and CEMOF sufficient to meet the State of California inspection requirements.

SIGNIFICANCE

Property catastrophes nationwide were substantial last year, which has impacted the property insurance market, resulting in higher premiums. Although the JPB is experiencing a 13 percent premium increase for FY2020, industry-wide this increase is significantly lower than what other common carriers are experiencing locally and throughout the country. The JPB is able to maintain coverage for its locomotives at replacement value rather than actual cash value. The JPB's property insurance program for FY2019 cost \$783,423. The second most competitive quote received by the JPB for FY2020 property insurance cost more than double the proposed program, and would provide less desirable coverage.

BUDGET IMPACT

Estimated funds to underwrite the recommended property insurance program are included in the approved FY2020 Operating Budget.

BACKGROUND

The JPB's FY2020 liability insurance program was ratified and approved at the June 2019 Board of Directors meeting. Due to ongoing negotiations with property carriers, the JPB's property insurance is being presented at the July 2019 Board meeting for ratification and approval.

Prepared by: Marshall Rush, Insurance & Claims Administrator

650.508.7742

RESOLUTION NO. 2019-

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

* * *

**APPROVING AND RATIFYING THE PROPERTY INSURANCE PROGRAM FOR
FISCAL YEAR 2020**

WHEREAS, the Executive Director of the Peninsula Corridor Joint Powers Board (JPB) has approved the property insurance program for Fiscal Year (FY) 2020 with premiums totaling \$886,758, which program was presented to the Staff Coordinating Council (SCC); and

WHEREAS, in conjunction with the expiration of the JPB's existing property insurance program on June 30, 2019, JPB staff renewed its property insurance program for FY2020 based on the plan approved by the Executive Director, with the following significant elements:

1. Property insurance coverage for real and personal property, including Special Risk property policies, at an annual premium of \$886,758 with limits of \$400 million;
2. Coverage for the JPB's stations, the Centralized Equipment Maintenance and Operations Facility, tunnels, bridges, culverts, signals, railroad equipment, and rolling stock; and
3. Coverage against terrorism, as well as Boiler and Machinery insurance sufficient to meet the State of California inspection requirements; and

WHEREAS, SCC recommends that the Board approve and ratify the renewal of the JPB's property insurance program for FY2020, as delineated above.

NOW, THEREFORE, BE IT RESOLVED that the Peninsula Corridor Joint Powers Board hereby approves and ratifies the renewal of the JPB's property insurance program for Fiscal Year 2020, including the types of coverage, limits and premiums recited above.

Regularly passed and adopted this 11th day of July, 2019 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **UPDATE ON THE SAN JOSE DIRIDON INTEGRATED STATION CONCEPT PLAN**

ACTION

Staff Coordinating Council recommends the Board receive the attached memo and brief presentation regarding the current status of the Diridon Integrated Station Concept Plan (Plan).

SIGNIFICANCE

Since September Caltrain staff have been engaged in co-creating the Diridon Integrated Station Concept Plan, which is developing a vision for the future of San Jose Diridon Station in partnership with the Santa Clara Valley Transportation Authority (VTA), the California High Speed Rail Authority (CAHSR) and the City of San Jose (City) (together, the "Partners").

The Plan is being developed with the assistance Arcadis/Bentham Crouwel (ABC), a consultant team solicited and managed by the Partners. ABC is tasked with developing three spatial layouts for a future Diridon Station, which draws upon their international expertise in areas such as transit operations, urban design, architecture and engineering. Spatial layouts are made up of a couple "big moves" including the vertical configuration of the tracks and where the station platforms and concourse are located.

The three spatial layouts and big moves currently being investigated include:

- **San Fernando Street** – At-grade station on San Fernando Street, which is most similar to today's station layout. It utilizes the existing northern and southern track alignment.
- **Santa Clara Street** – Elevated station on Santa Clara Street, which locates the station closer to BART, introduces an optimized northern track alignment and presents the opportunity to relocate the Caltrain Central Equipment and Maintenance Facility (CEMOF). This layout also provides an option to operate some rail service over a new southern rail alignment on a viaduct over Interstate 280/State Route 87.

- **Stover Street** – Elevated station on Stover Street (between San Fernando Street and Santa Clara Street), which locates the station closer to BART, introduces an optimized northern track alignment and presents the opportunity to relocate CEMOF.

Spatial layouts are also referred to as a “kit of parts” or a variety of station facilities and elements that facilitate access to and from the station and integration with the surrounding community and supporting private development. Such elements include pedestrian, bike, local bus, intercity bus, light rail, taxi/transit network company, private vehicle and parking access. In the coming months, ABC will assist the Partners in formulating a preferred spatial layout, which will likely be a combination of favored elements from the three spatial layouts.

It is important to note that ABC and the Partners are taking a “transit first” or “design from the tracks out” approach where rail infrastructure needs are established first to ensure sufficient space is set aside to accommodate future rail service as rail infrastructure is a less flexible, long-lasting and significant investment. To ensure assumptions about future rail service are consistent with the Caltrain Business Plan, ABC continues to actively coordinate with the Business Plan team to develop inputs to the Concept Plan effort. These include the program of platform, track and supporting facilities needed to support the long range growth of Caltrain and other passenger rail services.

The Plan is expected to be completed in two main phases. Phase 1 of the Plan will conclude with the Partners selecting a preferred spatial layout by fall 2019. The preferred layout would need to be endorsed by the governing body of each partner agency. Assuming consensus is reached, Phase II of the Concept Plan effort would begin around fall or winter 2019 and include further development of the preferred spatial layout to arrive at a fully detailed Concept Plan.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

San Jose Diridon Station is a major transit hub located within downtown San Jose, the nation's 10th largest city. It is a historic train depot with not only Caltrain service, but also train service provided by Amtrak, Capitol Corridor Joint Powers Authority (CCJPA), and Altamont Commuter Express (ACE), as well as VTA light rail and bus service. The JPB owns the historic station depot, the Caltrain parking lots, the bus loop area, and the tracks and platforms. As the landowner, the JPB has a vested stake in the planning process not just for potential shaping of the Station itself, but also as it relates to development in the surrounding area.

With the planned addition of Bay Area Rapid Transit (BART) and California High Speed Rail service at the Station, as well as expanded Caltrain, ACE, Capitol Corridor and Amtrak service, the Station is expected to become one of the busiest intermodal

stations in North America. To effectively accommodate such planned activity and future capacity needs, the Station must be reconfigured in an integrated fashion that connects all transit services with each other and with the surrounding urban environment.

Private development of the surrounding area in conjunction with the City of San Jose is accelerating, providing opportunities to fully integrate development with the Station itself. In recent months, Google has publically announced intentions for development near the Station.

By the Partners working together to prepare the Plan, they hope to maximize funding to implement the Plan and deliver a world-class destination and transportation hub that provides seamless customer experience for movement between transit modes within the Station and into the surrounding neighborhoods and Downtown.

The estimated cost for the completion of Phases I and II is approximately \$6.5 million, with Phase I estimated at about \$3.4 million, Phase II at about \$2.5 million and a contract contingency. Currently, the Partners' contributions plus additional grant funds will adequately fund Phase I. The Partners have agreed to jointly pursue funding for Phase II.

Prepared by: Melissa Reggiardo, Principal Planner

650.508.6283

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board
THROUGH: Jim Hartnett
Executive Director
FROM: Dora Seamans
JPB Secretary
SUBJECT: **REAPPOINTMENT AND APPOINTMENT OF THE CITIZENS ADVISORY
COMMITTEE (CAC) REPRESENTATIVES**

ACTION

The Board of Directors representing San Mateo County and Santa Clara Valley Transportation Authority (VTA), recommend:

- Reappoint the two incumbents for terms ending June 30, 2022
- Appoint a new CAC member, representing San Mateo County, for partial term ending June 30, 2021, and appoint a new CAC member, representing the VTA, for a partial term ending June 30, 2020

Information on the appointees 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.

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 JUNE 19, 2019

MEMBERS PRESENT: A. Brandt, L. Fernandez, M. Romo, R. Valenciana (Vice Chair), B. Shaw (Chair)

MEMBERS ABSENT: L. Klein, P. Escobar, C. Tucker

STAFF PRESENT: C. David, Y. Hanakura, C. Harvey, J. Navarrete, J. Navarro, M. Reggiardo, B. Tietjen,

Chair Brian Shaw called the meeting to order at 5:44 p.m. and led the Pledge of Allegiance.

APPROVAL OF MINUTES OF MAY 15, 2019

Adrian Brant clarified his statement on page 5 of 12. He stated that regarding the accident and death chart he wanted to convey that the red represent pedestrian suicides. He also wanted to clarify that suicides are preventable however not via grade separation.

The minutes of May 15, 2019 were amended to reflect Adrian’s comments.

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

PUBLIC COMMENTS

Jeff Carter, Millbrae, stated that at the June JPB Meeting a public hearing has been scheduled for August to add Caltrain to the means-based fare program that includes a possible fare increase and wanted to bring that to the CAC’s attention. He also requested the CAC to help Caltrain get out of the zone system and onto the station to station fares system. Jeff feels that the current system is very inequitable and the station to station fare base will help low income riders.

Lib Hearle, San Mateo, stated that she attended a meeting on the proposed maintenance yard to go between 9th and 14th avenue in San Mateo. During that meeting it was explained that the CEQA report, required for this type of project, was an addendum to the 25th Ave grade separation work that is being done. There was a large group of Hayward Park residents in attendance and not one person had an

opportunity to review the CEQA. Caltrain advised that there was no negative feedback from the community, however putting a heavy industrial equipment in a residential area will have significant negative impacts. Some of the work will be done within yards of homes, it will create a lot of noise, there will be night work with a lot of bright lights and will have significantly large trucks go up and down the street, where toddlers currently play on bikes. She stated that this is not the right location for this work. She stated that the residents have requested Caltrain to complete a CEQA and to consider new locations for this work. Caltrain has stated that they will look into the matter, however, has not committed to it and has only committed to being good partners to Hayward Park and she stated that that she has seen no evidence of that. Lib stated that she strongly believes that this is not the right location and requested the CAC's support and assistance in having it relocated.

Kevin Hearle, San Mateo, commented on the Hayward Park maintenance yard location. He stated that the reason the CEQA addendum to the 25th Ave grade separation project is inadequate is because the public notice appeared in the San Jose Mercury news which is not delivered to San Mateo residents nor has newsstands located in San Mateo. Kevin believes this is the reason staff received no comments on this. He stated that this was not an adequate CEQA process. There was a map of Hayward Park handed to the committee that shows no direct access from El Camino to Railroad Ave and no street controlled by a traffic light. These are narrow one lane, each direction, residential streets and does not make sense to have the yard in Hayward Park. In addition, Hayward Park is already the most negatively impacted residential neighborhood along the Peninsula by Caltrain and receives the lowest level of service.

Roland Lebrun, San Jose, commented on the EMU bikes on board issue. He stated that although it was announced that Caltrain will add seats, Caltrain's 7 car EMU trains will have the same capacity as an existing 5 car consist. He stated that the only media to report this was the Palo Alto Daily News which is not published online and is only available in paper format.

Member Adrian Brandt advised the committee that Caltrain has a dedicated page on the website regarding the set-out tracks that was commented by two members of the public, earlier.

CHAIRPERSON'S REPORT

Chair Brian Shaw reported that the CAC has lost two members of the committee, one from San Mateo County and the other from Santa Clara County. Paul Escobar announced his resignation and will attend his last meeting in July. Chair Shaw encouraged anyone that is interested in serving on the committee, to apply online.

Public Comment:

Roland Lebrun, San Jose, stated that a resolution to possibly not having a quorum, due to short staff/committee members, is to have alternates serve on the committee as VTA does. Roland suggested the committee explore the alternate method and, if it works, to amend the CAC bylaws to allow for alternates to form a quorum.

COMMITTEE COMMENTS

Member Adrian Brandt requested staff to provide an explanation as to why the public is unable to show slides during CAC meetings. Chair Brian Shaw responded that staff advised him that they are looking into that.

Member Lauren Fernandez advised the committee that it was her last meeting as her term is up and will step down. She stated that there will be another seat open, from San Francisco.

SAN JOSE DIRIDON UPDATE

Melissa Reggiardo, Principal Planner, presented the San Jose Diridon Plan Update.

The full PowerPoint presentation can be found on caltrain.com

Chair Brian Shaw advised that committee comments will be made after public comments.

Public comment:

Roland Lebrun, San Jose, stated that the reason for the preferred alternative no longer available may be a direct result from what happened at the San Jose City Council meeting that took place a couple of weeks ago, item 6.1. Roland then encouraged the committee to view the City Council meeting video and to view the conversation that took place after his presentation. He stated that he presented guiding principles at this meeting. Roland also asked about the historical building and plans for its location. Roland stated that at 4th and King all of the platforms are equal length, however this does not reflect that. He stated that he would have like to have presented a slide show presentation, however Samtrans does not allow it.

Committee Comments:

Member Martin Romo asked what happens to the historic building at the station. He also asked about the 3rd alternative and what is the advantage of the elevated TNC lane. Melissa responded that due to planning for capacity for future years and the need to expand the width of the platforms, there is a possibility the historic building will be moved North or South. She also stated that there is a strict limit on how the building can be moved to the West, however due to residential area close to the light rail, that may not be an option. She stated that they have one option, to expand to the East. She stated that the historic building may be moved to another site in the station area. She stated that staff is open to other uses of the building and that it is in the early in the process and staff will pursue all options.

Regarding the 3rd alternative with the elevated TNC, Melissa stated that staff considered how close would the Taxi's, rideshare inner city buses and shuttles need to be to the station, and this is the option that gets them the closest for seamless connections. She then stated that it is a flexible mode that will change by the time this

is constructed. This is a visionary station project that probably be built out over many years.

Member Adrian Brandt asked how the buses, shuttles and TNC's will get onto the elevated roadway and back down. He asked what the access points are as it was not clear on the diagram. Melissa stated that she would review further, however looks to be on Julian to the North. She stated she would follow-up at a later time with the plans for access points. Member Adrian Brandt stated that he does not agree with getting the existing rail platforms closer to BART when BART is not built yet. He stated that it seems that future plans are being made to accommodate a project that has not been funded yet. Mr. Brandt recommended that staff push VTA to move BART closer to Caltrain instead of moving everything closer to BART.

Vice Chair Ricardo Valenciana asked whether BART has committed to that location and Melissa confirmed and clarified that VTA is implementing the BART project.

Chair Brian Shaw asked why CEMOF needs to move. He stated that currently four of the five modes of transportation interfacing at this location already exist and are functioning relatively well and does not understand why everything needs to move closer to BART. Melissa responded that when thinking about pushing the station north, there are opportunities beyond just getting closer to BART. There is an inefficient curve today and if CEMOF is moved, there is an opportunity to redraw that curve to get better speeds. In addition, it allows for a larger maintenance facility to be built to handle a larger fleet with electrification.

Public Comment:

Jeff Carter, Millbrae, (late comment card) stated that in the past, the vision was to replace Caltrain with BART at that location and believes that it is not on the table anymore since Caltrain is holding its own. He stated that VTA and BART need to be convinced that the current vision could be changed for the better.

2019 ANNUAL PASSENGER COUNT

Yu Hanakura, Senior Planner, presented the 2019 Annual Passenger Count.

The full PowerPoint presentation can be found on caltrain.com

Public Comment:

Jeff Carter, Millbrae, provided written comments. He stated that Caltrain is a 7-day a week type of operation and that part of the purpose for the annual count is to calibrate and verify the revenue-based ridership estimation, however if staff is not counting Mondays, Fridays or weekends, how can staff accurately verify or calibrate the estimated ridership based on ticket sales and revenue. He stated that in recent months, Caltrain has decided to re-examine and calibrate ridership estimation methodology, so that the monthly reports better reflect actual ridership and the difference between weekday and weekend ridership. He stated that the monthly pass

data has been over estimated and stated that he further explains why in his written comments. He also stated that he hopes that, in the future, better data can be collected with the automatic passenger counter.

Roland Lebrun, San Jose, thanked Yu for the extraordinary presentation. Roland said that when Casey Fromson visited a meeting held in Palo Alto, she stated that the new 7-car trains will have 557 seats, however today Caltrain has trains with 760 seats at 130% capacity. The 2012 business plan reported that the 8-car EMU would have 948 seats. He stated that Stadler is a disaster. Roland then stated that Tamien is up 10% because passengers from Gilroy drive to Tamien for service. He also stated that CEMOF needs to move South to Blossom Hill. He also stated that moving Tamien-like service to Blossom Hill, Caltrain will have two parking lots at Capital and Blossom Hill and will attract passengers from Gilroy there so that they can park. He said that the demand there is 75k each way. He then stated that High Speed Rail will have service from Gilroy to San Francisco in an hour and 10 minutes and will have trains running every 30 minutes.

Committee Comments:

Member Adrian Brandt asked what dates the Annual Counts were captured. Yu responded that the data was captured between January 22nd through February 19th, Tuesday to Tuesday and that every train was surveyed twice on different days during the midweek. Adrian asked what the significance of surveying trains during that time period and Yu responded that staff attempts to survey during the winter to avoid skewing the ridership and the timeframe has been consistent for the past 20 years. Member Adrian asked staff to consider that the timeframe is the rainy season and the weather may be worse or better during those months year over year and understands that staff has no control over that and that as long as the timeframe is consistent year over year it is a great template. Adrian suggested to add reasons for the potential drop in ridership to the template:

- What is the travel in the corridor with Highways 101 and 280?
- What are the employer shuttles doing?

Chair Brian Shaw stated that it is impossible to keep track.

Yu Hanakura stated that he is taking notes on the suggestions and advised that staff is in the process of preparing the Key Findings report and will consider adding suggestions, if possible.

Mr. Brandt also suggested to look at the fares changes that may have impacted ridership. He stated that he is a big advocate to fixing the inequalities that discourage ridership that would be there naturally that fall between two zones. He believes in a distance based-fare to not discourage passengers from riding between zones.

Vice Chair Ricardo Valenciana commented that the Sharks to play during the winter season and the numbers may be skewed for southbound traffic. He also mentioned that summer months' ridership may be different from winter months' ridership and acknowledged that staff perhaps has already taken those factors into consideration. Yu responded that the special events year-round were considered when choosing

what trains to survey during the winter season. Joe Navarro, Deputy Chief, Rail Operations, stated that once Chase stadium opens, staff will also consider ridership counts then, too.

Member Lauren Fernandez stated that the report is very interesting and noticed that most of the decrease is in the reverse peak and asked whether it could be compared to other types of data. Yu Hanakura advised that staff will do its best to compare the data.

Chair Brian Shaw referred to slide 24 regarding the bike bump factor of 1.5 and asked whether it is the number of bikes per day that are bumped? Yu responded that it is the number of bikes that were bumped during the count and the number of bikes boarding those trains (184 trains) and divide the number of bikes bumped by the number of bikes boarding. Brian noticed that the bumps were low. Adrian clarified that it is per thousand. Chair Brian Shaw requested staff to also consider a possible factor of employers offering employees to work remotely and might affect ridership. In addition, parking costs have gone up and recommended staff look at parking occupancy levels. Lastly the GO pass has gone up and may have affected ridership. He is looking forward to the automatic people counter.

Member Lauren Fernandez added that in regard to parking, the city has removed free street parking at 22nd street.

WI-FI UPDATE

Joe Navarro, Deputy Chief, Rail Operations, reported that C&P will be issuing an RFP for design for Wi-Fi on the trains and expect to advertise it between June and July and expect to award a contract in October, for design only.

Public Comment:

Roland Lebrun, San Jose, stated that last time Wi-Fi was presented to the Board, the cost was \$27b. He stated the VTA issued an RFP, #S19109, the day prior basically requested for vendors to come up with solutions to provide VTA with Wi-Fi on the entire system for free.

Committee Comment:

Member Adrian Brandt stated that in the past staff had an RFP for Wi-Fi on the trains and that the requirements were too overreaching and received very little response and advised the public that would monetize it with ads and so on and never took off and cautioned staff about overreaching with the current RFP.

STAFF REPORT UPDATE

Joe Navarro, Deputy Chief, Rail Operations, reported:

On-time Performance (OTP)

- **May:** The May 2019 OTP was 95.0% compared to 94.5% for May 2018.
 - **Vehicle on Tracks** – There were two days, May 2 and 25 with a vehicle on the tracks that caused train delays.
 - **Mechanical Delays** – In May 2019 there were 351 minutes of delay due to mechanical issues compared to 1014 minutes in May 2018.
 - **Trespasser Strikes** – There was one trespasser strike on May 15, resulting in a fatality.
- **April:** The April 2019 OTP was 93.6% compared to 92.6% for April 2018.
 - **Trespasser Strikes** – There were two trespasser strikes on April 10 and 22, both resulting in a fatality.

SF Weekend Caltrain Closure Update – The April 1st 2019 timetable restored weekend service to and from San Francisco. The additional SF Weekend Train Service closures (Weekend Bus Bridges between Bayshore and SF station) after the April 1st, 2019 timetable update, have been cancelled. Expect regular weekend service

Caltrain Mobile Quarterly Update – During the first quarter of 2019, nearly 139,000 tickets were sold thru the app. There was an 18 percent increase in the number of downloads and ticket sales increased by 31 percent compared to the fourth quarter of 2018. moovel North America reported that Caltrain had the largest percentage increase in sales from the last quarter in 2018 to the first quarter of this year when compared to the other Bay Area mobile ticketing app powered by the vendor. Since the implementation of the mobile payment (Google Pay and Apple Pay) in December 2018, credit card and PayPal users are converting to mobile payment. Apple Pay usage continues to grow at one to two percent per month within the first quarter. In March 2019, 18 percent of the tickets purchased were paid using Apple Pay.

Caltrain created a special event joint VTA Day Pass ticket for the College Football Playoff National Championship held at Levi's Stadium in January which was available for sale about one week prior to the event.

Caltrain continues to work with the vendor to enable daily parking purchase through the mobile ticketing which is expected to launch this summer.

Caltrain's mobile ticketing solution provider, moovel is becoming REACH NOW, a mobility joint venture between BMW Group and Daimler AG.

Special Event Train Service

- **Services Performed:**

- **San Jose Sharks** – The SJ Sharks advanced to the second playoff round and hosted the Colorado Avalanche on 4/26, 4/28, 5/4 and 5/8.

The Sharks advanced to the Western Conference Finals of the Stanley Cup and hosted the St. Louis Blues on 5/11, 5/13, 5/19. The Blues eliminated the Sharks in the Finals (4-2), ending the Sharks post-season run.

Total additional riders for the regular season, boarding at San Jose Diridon station, was 8,930, which represents a 21 percent decrease compared to the 2017/2018 season.

Total additional post-game ridership for the six playoff home games in April was 1,762. Total additional post-game ridership for the five playoff home games in May was 778. Average additional ridership per game for the playoffs was 231, which represents a 36 percent decrease compared to the 2017/18 playoff average.

- **Giants Baseball** – The Giants hosted thirteen regular season home games in May. Total additional ridership alighting and boarding at San Francisco station, was 54,918. Year-to-date pre and regular season ridership, alighting and boarding at San Francisco station, was 58,283, a 41 percent decrease compared to the same number of games in 2018. Wet weather and lower attendance at Giants game may have impacted ridership.
- **Bay to Breakers** – On Sunday, May 19, Caltrain operated four scheduled special pre-event trains and extra post-event trains for the Bay to Breakers Race which started at 8:00 a.m. in San Francisco. Riders were encouraged to purchase pre-sales for Day Passes available beginning, Monday May 13 on the new Caltrain Mobile App. There was field staff and ambassadors at the San Jose Diridon and Palo Alto stations pre-event to assist passengers. Total northbound special trains ridership was 1,914, a decrease of 40 percent compared to 2018. Total southbound special trains ridership was 454, a decrease of 48 percent compared to 2018. Wet weather the day of event may have contributed to the event ridership decline.

- **Services Scheduled:**

- **Pride Weekend** – On Saturday, June 29, Caltrain will provide extra capacity post-festival to accommodate crowds. On Sunday, June 30, Caltrain will provide two special northbound express trains departing from San Jose for riders headed to the Gay Pride parade and festival in downtown San Francisco. Along with operating Giants Service for the 1:05 p.m. home

game the same day, Caltrain will provide extra capacity post-parade and festival to accommodate crowds.

- **Independence Day Holiday Service & SF Fireworks Service** – On Thursday, July 4, Caltrain will operate a Holiday/Sunday schedule in observance of the Independence Day holiday. The weekend Tamien-San Jose Diridon shuttle will also operate that day. Caltrain will also provide extra evening northbound service to accommodate passengers after the SF fireworks display in the Fisherman's Wharf area. The last northbound last train will depart SF at 12:05 a.m.

- **Capital Projects:**

- **Ticket Vending Machine (TVM) Rehabilitation** - 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 Notice to Proceed was issued effective April 15, 2019 and design is in progress. Factory Acceptance Testing of the Mockup prototype is scheduled for August 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 the acceptance of the 2 prototypes. Funding for the option is not yet secured.

Service Operations

- Caltrain Scheduled Special Event Train Numbers
 - Starting in Spring 2019, scheduled Special Event Trains are labeled with a "6" series in order to provide real time departure data which requires unique train numbers for each train schedule.
 - Examples of "6" series scheduled Special Event Trains include 2019 Caltrain Giants pre-event train service and 2019 Caltrain Bay to Breakers pre-event train service.
 - Please visit <http://www.caltrain.com/riderinfo/specialevents> for special events schedules

Committee Comment:

Chair Brian Shaw advised the committee that in preparing for this meeting, staff continues to review the slide show presentation issue. He stated the public comment period was being used in a way that was not intended, in terms of having multiple speakers go through a slide deck.

Public comment:

Roland Lebrun, San Jose, stated that the City of San Jose allows the public to present slideshow decks and limits each speaker to a minute and 30 seconds per slide and works well. He stated that the solution is that it needs to be moderated and that 3 minutes per speaker will not work.

Committee Comment (continued):

Member Adrian Brandt also asked whether staff has had the opportunity to look at possibly updating the station information boards to highlight the scheduled times for the respective station. He stated that he previously asked this question during a staff report update earlier this year.

JPB CAC Work Plan

July 17, 2019

- Caltrain Fare Changes
- Update on Caltrains project submissions for the Regional Transportation Plan

August 21, 2019

- Caltrain Business Plan Update
- Camera System
- Visual Messaging System
- Grade Crossing Improvements

Items to be scheduled

- Proof of Payment
- Bike 529
Send MTC means-based fare pricing study to the CAC when the MTC releases it as FYI.
- Schedule Audit – requested on 3/6/18 by Member Lauren Fernandez
- Presentation on a plan to clean-up right of way – requested by chair, Brian Shaw on 8/15/18.

DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:

July 17, 2019 at 5:40 p.m., San Mateo County Transit District Administrative Building, 2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Adjourned at 7:25 pm



Memorandum

Date: June 25, 2019
To: Board of Directors
From: Jim Hartnett, Executive Director
Subject: July 11, 2019 JPB Board Meeting Executive Director's Report

- **On-time Performance –**
 - **Through June 24:** The preliminary June 2019 OTP was 90 percent compared to 91.9 percent for June 2018.
 - **May:** The May 2019 OTP was 95.0 percent compared to 94.5 percent for May 2018.
 - **Trespasser Strike –** There was one trespasser strike on May 15, resulting in a fatality.
- **CAC Meeting –** The Citizens Advisory Committee met on Wednesday, June 19, in San Carlos. Melissa Reggiardo, Planning Administrator, provided a presentation on the San Jose Diridon Station. Yu Hanakura, Senior Planner – Rail Operations, provided a presentation on the 2019 Annual Passenger Count. Joe Navarro, Deputy Chief – Rail Operations, provided an update on WiFi and also provided the Staff Report. The next CAC meeting is scheduled for Wednesday, July 17, in San Carlos.
- **BAC Meeting –** The next Bicycle Advisory Committee is scheduled for Thursday, July 18, in San Carlos.
- **Special Event Train Service**

Services Provided:

- **Giants Baseball –** The Giants hosted 13 regular season home games in May. Total additional ridership alighting and boarding at San Francisco

station, was 36,305. Year-to-date pre and regular season ridership, alighting and boarding at San Francisco station, was 94,588, a 44 percent decrease compared to the same number of games in 2018. The Giants National League standing and lower attendance at Giants games may have impacted ridership.

The Giants hosted 15 regular season home games in June.

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

Services Scheduled:

- **Giants Baseball** – Regular season continues through September. The Giants will host 10 regular season home games in July. Caltrain will provide regular baseball service for all home games.
- **San Jose Earthquakes at Stanford Stadium** – On Saturday June 29, at 6:30 p.m., the San Jose Earthquakes soccer team will host the Los Angeles Galaxy at Stanford Stadium. Caltrain will make stops at Stanford Stadium before and after the game.
- **Gay Pride Weekend** – On Saturday, June 29, Caltrain will provide extra capacity post-festival service to accommodate crowds. On Sunday, June 30, Caltrain will provide two special northbound express trains departing from San Jose for riders headed to the Gay Pride parade and festival in downtown San Francisco. Along with operating Giants Service for the 1:05 p.m. home game the same day, Caltrain will provide extra capacity post-parade and festival to accommodate crowds.
- **Independence Day Holiday Service & SF Fireworks Service** – On Thursday, July 4, Caltrain will operate a Holiday/Sunday schedule in observance of the Independence Day holiday. The weekend Tamien-San Jose Diridon shuttle will also operate that day. Caltrain will also provide extra evening southbound service to accommodate passengers after the SF fireworks display in the waterfront area. The last northbound last train will depart SF at 12:05 a.m.
- **Gilroy Garlic Festival** – On Saturday, July 27, and Sunday, July 28, Caltrain will provide roundtrip charter service from San Jose to Gilroy for the Gilroy Garlic Festival. On both days, the train will depart San Jose Diridon Station at 10:00 a.m. and will depart Gilroy Station at 4:00 p.m. Attendees will need to purchase a ticket for the charter trains separately. Tickets are

being sold in advance online at gilroygarlicfestival.com. The charter train ticket includes shuttle service to and from the Gilroy station to the festival, and includes festival admission.

- **Capital Projects –**

The Capital Projects information is current as of June 14, 2019 and is subject to change between June 14 and July 11, 2019 (Board Meeting).

- **San Mateo 25th Avenue Grade Separation Project:** Raise the elevation of the alignment from Hillsdale 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 Hillsdale 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 Hillsdale Station will be phased to limit impact to the operating railroad.

The cutover and relocation of underground third-party fiber optic cables (TPFOC) and Caltrain's Positive Train Control (PTC) Fiber Optic cable was completed at the end of March. Due to delays with the agreement with the Union Pacific Railroad, the TPFOC cutover was delayed by 2-months.

During June, construction of the bents and abutments of new 28th Avenue Bridge, and 31st Avenue Bridges, that was delayed by the TFPFOC relocation, continued. Construction of the Mechanically Stabilized Earthen (MSE) walls between 25th and 28th Avenues, the coping for the MSE Walls between Borel and 25th Avenue, and the ramp walls for the relocated Hillsdale Station by 28th Avenue also continued.

The temporary closure of the Hillsdale 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 passenger 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 early 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 July Board meeting.

The original Bay Meadows Set-Out track was removed to support the construction of the grade separation. In response to community input, the project is evaluating alternative locations.

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

In June, PG&E utility relocations for gas and electric continued. Construction of concrete curbs, gutters, sidewalk and islands along Poletti Way also continued.

Critical third-party utility relocations that were originally scheduled to begin in November 2017; however, relocation was 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 station related construction that was planned to resume in April 2019 is delayed until August 2019 due to delays in the relocation of existing PG&E gas and electric utilities. Relocation of Cal Water utilities has been completed. 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 permitting and PG&E utility relocation are currently being assessed. This project is likely to require additional contract authority and funding. Staff will be bringing this to the board once a funding plan has been identified.

- **Marin and Napoleon Bridge Rehabilitation Project:** This state of good repair project will perform repairs at the Marin St. Bridge and replace the Napoleon St. Bridge. Both bridges are in the City of San Francisco located south of the 22nd Street Station. The repairs at Marin Street are primarily for concrete spalling and cracks, and deficient walkways and handrails. The Napoleon St. bridge concrete spans will be removed and replaced with elevated soil berm structures and the main steel span will be replaced with a new concrete span. The span replacement at Napoleon Street may

require a weekend track outage in which a bus bridge will be provided to shuttle patrons between Bayshore and 4th & King Stations during the outage. The project will also install security fencing to deter homeless encampments and track improvements in the vicinity of the bridges. Currently, the project is the design phase and the project is currently performing preconstruction surveys for existing site conditions such as utilities and potentially hazardous materials and coordination with other local agencies. The advertisement of the construction contract is planned for the Fall of 2019 and construction to occur from the Spring of 2020 to Winter of 2021.

- **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.

Currently, the prototype design is in progress. Factory Acceptance Testing of the Mockup prototype is scheduled for August 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 the acceptance of the 2 prototypes. Funding for the option is not yet secured. 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 was partially funded in the FY20 Capital Budget.

- **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; however, the design has been placed on hold. Design is currently impacted by design coordination with the Electrification project to assure that the work between contracts is properly coordinated at the crossings. Additionally, the project is also waiting for signal timing clarifications from the City of Sunnyvale in order to proceed with design. The City is engaging a consultant to develop

this required information. 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.

FY19/FY20 Grade Crossing Improvements: This project is a continuation of the ongoing grade crossing program to improve the safety at grade crossings in accordance with Grade Crossing Hazards Analysis for the entire corridor. This analysis prioritized the crossings and we have proceeded with the work in phases based on funding availability. 10 crossings were improved in 2018 under the FY16 budget authorization. Work items that are usually included are the installation of signals, fences, gates, curbs, lighting and signs.

The crossings to be selected for improvements under this phase of the program are under review by the Rail Operations department to optimize performance. The design phase began in May that will define the specific improvements at each grade crossing. Advertisement of the construction contract is planned for the Summer of 2020 with construction beginning in late 2020. Partial funding for construction was included in the FY20 Capital Budget

- **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 Idaho in February and March of 2018. Locomotive #920 has been received and undergoing commissioning testing at CEMOF in San Jose. Deficiencies have been discovered during commissioning testing of #920 and are pending corrective action by the vendor. Locomotive #921 is still undergoing acceptance testing in Idaho and shipment to follow upon completion of acceptance testing. Locomotive #922 has been shipped from CEMOF and is in route to the vendor's facility.

Delays to the return of the first 2 vehicles are related to: 1) locomotive component condition that was poorer than was originally anticipated; and 2) critical personnel shortages at Motive Power, the locomotive overhaul contractor.

- **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 the work is currently under review and award anticipated in 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/2019-05+May+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 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 – JUNE 2019**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no budget impact.

MONTHLY UPDATE

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

Key Project Activity	Expected Completion	Progress as of 6/21/19	Progress On Track?	Mitigation Required or Approvals Needed
Approval of Designated Revenue Service Demonstration (RSD) Test Request	May 31 st	Completed	Completed	Formal conditional approval received on September 10. Team incorporating FRA conditions in test plan to ensure 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 May 16, 2019 for PTCIP and RFA Rev. 10.
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.
Submit Full Track RSD Application	June 7 th	Completed	Completed	Formal RSD request for full track was submitted to the FRA on June 14, 2019
Complete Critical Feature Verification & Validation (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
Complete Required Vehicle Installations	Dec 3 rd	Completed	Completed	(44) Installs required for 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, 2019.
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 Wayside Interface Unit (WIU) V&V	March 15, 2019	Completed	Completed	Completed on March 15, 2019

Key Project Activity	Expected Completion	Progress as of 6/21/19	Progress On Track?	Mitigation Required or Approvals Needed
Full RSD – Complete Lab Integrated End to End Testing (LIEE)	June 30, 2019	Completed	Completed	LIEE Cycle 3 was completed ahead of schedule on June 12, 2019
Full RSD – Complete Field Integrated Testing (FIT)	August 2019	Plan		Full track FIT has started on June 17, 2019
Full RSD – Complete Field Qualification Testing (FQT)	September 2019	Plan		
*Commence Full RSD – Caltrain ROW	October 2019	Plan		Target to commence RSD in September once the FRA approves the RSD application 90 days post RSD submission.
*Complete Interoperability Testing with UPRR South of CP Lick	December 2019	Plan	Yes	Coordination effort with UPRR has commenced
*Complete 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 for 2019/2020 have incentive payments as part of a contract negotiation concluded on May 7, 2020.

1. Major Wabtec activities for June 2019:

- Continued installations of onboard equipment on Caltrain locomotives and cab cars.
 - Completed all onboard installations except for three that are currently off property for overhauls and one wrecked vehicle.
 - Punch list items are still being addressed by Wabtec.
- Vehicle Acceptance Testing (VAT) is complete except for the four vehicles referenced above.
- Wabtec has officially released subdiv file versions 9016& 9017 for the full track Integrated End to End (LIEE) and Field Integrated Test (FIT).
- Completed Laboratory LIEE Testing for Full track RSD.
- Continued BCCF Integrated Lab installation and configuration effort, BCCF Lab is validated and ready for use by June 21, 2019.
- Continued ITCM Test Federation and Production Federation effort with other railroads for PTC testing and implementation. Production Federation with UP and BNSF were achieved.
- Finalized Master Training Plan that reflects all courses required for Operations and Maintenance staff. Continued PTC training effort and conducted in-class training course for wayside maintainers.
- Completed development of PTC 101 on-line training course.
- Developed Test Procedure for Interoperability Lab and Field Testing with UPRR
- Completed Data Communication Subsystem testing in preparation for FIT.
- Finalized FIT Procedure and received approval from the FRA.
- Continued implementation of Key Exchange Server (KES) with hosted solution from ARINC; commenced KES implementation technical coordination with UPRR.
- Project team has completed contract amendment that reflects the commercial negotiations concluded by Caltrain and Wabtec in early May. Both parties agreed upon key milestones, incentives, liquidate damages and added scope items.

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. No additional update this month.

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%

3. Other Key Activities for June 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.

- o ARINC has completed ROCS database validation and released latest ROCS software for the FIT.
- o ARINC submitted the price proposal for the long-term maintenance service scope of work for all systems residing in the CCF and BCCF that support Rail Operations. The new long-term maintenance service contract with ARINC will replace the current ROCS and other maintenance contracts. It is targeted for JPB Board approval in September.
- o 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.
- o Caltrain Configuration Management (CM) Freeze letter was issued to Caltrain Rail Division and all capital projects. The PTC Configuration Freeze periods have been identified. 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. All changes are going through the CM process, project impact analyses are performed before any approval are made from the Configuration Change Control Board.
- o Herzog Technology Incorporated (HTI) team of PTC experts continued PTC go-live 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:

The additional scope items negotiated with Wabtec total \$1.42 M are needed to support the new milestone schedule approved by FRA in December. They relate to interoperability and the communications system. The funds for this scope will be taken from the board approved \$4.5M contingency. This is the only change order for this contract. This change order was reviewed and approved by the Change Management Board in May.

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 jointly review the shared risk register as the project progresses.

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
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 approvals required to enter into 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 to approval of RSD application from the FRA.
Maintenance of existing Data Communications and Wayside Infrastructure	Internal	Coordinate with Operations and TASI to ensure Data Communications and Wayside infrastructure built by previous contractor are maintained properly, so they could be reliable for PTC entering Revenue Service and PTC Operations.

6. FRA Coordination Status:

- Continued weekly calls with FRA review team
- Officially submitted RSD Application to FRA and received FRA approval for Field Integrated Test Plan

7. Caltrain Roadmap to Full RSD and Interoperability:

- 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. Caltrain submitted the full track RSD application as planned in June 2019.
 3. Caltrain will complete all field validation by the 1st quarter of 2019 to enable commencement of Laboratory Integrated Testing for full track in April of 2019. Laboratory Integrated Testing commenced as planned.
 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 Accruals through May 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 Accruals 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	\$ 1.42	\$ 44.44	\$ 20.86	\$ 44.44	\$ -	46.95%
Other Contractors	\$ 6.00	\$ -	\$ 6.00	\$ 1.58	\$ 6.00	\$ -	26.38%
Potential Changes	\$ 2.00	\$ (1.42)	\$ 0.58		\$ 0.58	\$ -	
Potential Incentive - WABTEC	\$ 2.00	\$ -	\$ 2.00		\$ 2.00		
Other Program Costs	\$ 30.34	\$ -	\$ 30.34	\$ 9.81	\$ 30.45	\$ (0.11)	32.22%
Project Contingency	\$ 6.06	\$ -	\$ 6.06		\$ 5.95	\$ 0.11	
Total PTC Project	\$ 89.41	\$ -	\$ 89.41	\$ 32.26	\$ 89.41	\$ (0.00)	36.08%

Note:

- 1). Expended and Accruals To-Date is through May 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). Negotiated additional scope items will be included in WABTEC's contract once a contract amendment is issued. There is no budget impact since project has budgeted adequate potential change for the amount of \$2MM (note no. 4 above) for added scope items. Current Project budget for WABTEC contract is updated to reflect added scope items.

9. Upcoming Key Activities in July 2019:

- o Complete BCCF Lab built out and get ready for Interoperability LIEE Testing in July 2019.
- o Continue BCCF readiness activities.
- o Continue ITCM Test Federation with other freight railroads;
- o Close out all punch list items on onboard installs and all documentations.
- o Continue interoperability coordination with UPRR, Amtrak and other tenants
- o Continue regular monthly review with Wabtec senior management to ensure the Wabtec project team maintains focus on 2019 key milestones and full Caltrain RSD.
- o 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. The FRA will visit Caltrain to witness PTC FIT effort.
- o Submit final Field Qualification Testing (FQT) Test Procedure for FRA review.
- o Continue training of remaining TASI employees in support of RSD rollout.
- o Continue Field Integrated Testing
- o Continue MP1500 locomotive Brake Testing effort that will conclude Brake Testing.
- o Issue WABTEC contract amendment
- o Continue Physical Separation of Cell Network, PTC Virtualization and ATCS work

**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 – JULY UPDATE**

ACTION

Staff Coordinating Council recommends the Board of Directors (Board) receive a PowerPoint presentation providing a technical update on recent Caltrain Business Plan activities.

SIGNIFICANCE

Peninsula Corridor Joint Powers Board (JPB) staff has prepared a technical update on Caltrain Business Plan work. This update covers key technical materials and also describes anticipated materials that will be presented to the Board at a larger Business Plan workshop in August.

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.

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **INCREASE EXECUTIVE DIRECTOR'S CONSTRUCTION CONTRACT CHANGE ORDER AUTHORITY BY \$7 MILLION AND AMEND AN AGREEMENT WITH PG&E FOR RELOCATION OF PIPELINE FOR THE 25th AVENUE GRADE SEPARATION PROJECT**

ACTION

Staff Coordinating Council recommends the Board:

1. Approve an increase of \$7 million in the Executive Director's change order authority for the 25th Avenue Grade Separation Project (Project) contract with Shimmick/Disney Joint Venture (Contract), resulting in total Contract authority of \$106,468,000; and
2. Authorize the Executive Director, or his designee, to execute an amendment to an agreement with Pacific Gas and Electric (PG&E) for the relocation of a 24-inch high-pressure gas transmission pipeline in support of the Project, increasing the not-to-exceed agreement amount by \$1 million for a new not-to-exceed amount of \$19 million.

SIGNIFICANCE

The Project improves safety at the existing 25th Avenue Grade Crossing in the City of San Mateo (City), reduces potential operational delays, and improves east-west connectivity for cars, bikes and pedestrians. It includes raising the Caltrain tracks between State Route 92 and Hillsdale Boulevard, slightly lowering the road at East 25th Avenue, completing east-west street connections at 28th and 31st Avenues, and constructing a new, elevated, center-board Hillsdale Station and new parking lots. To minimize complexities and costs, the Project was scheduled for completion during design and construction of the Peninsula Corridor Electrification Project (PCEP). The Project also includes installation of the foundations for the PCEP Overhead Catenary System poles within the Project limits.

The Project requires the relocation of several major utilities, including a third-party fiber optic cable (TPFOC). To meet the PCEP schedule, it was necessary to award the Contract prior to relocating the TPFOC, but with the expectation that the TPFOC would be relocated in advance of the Project work. Relocation of the TPFOC required approval from Union Pacific Railroad, which took longer than anticipated to obtain, thereby delaying relocation of the TPFOC and delaying the Project by nine months. The Project delay has resulted in higher costs associated with an extended performance period, material and labor cost escalation, remobilization of equipment and subcontractors, and additional protective measures that have been required as work has proceeded around the live TPFOC.

During the design phase of the Project, it also was determined that a PG&E 24-inch high-pressure gas pipeline, located within the Project area, would need to be relocated to S. Delaware Street, within the City's right of way. PG&E obtained easement rights to locate the pipeline within the Project limits via eminent domain from Southern Pacific Railroad, prior to the Peninsula Corridor Joint Powers Board's (JPB) acquisition of the rail right of way. Therefore, the Project must bear the cost for the Project-related relocation. In order to complete the relocation work, PG&E requires an amendment to the previously-executed agreement, increasing the total not-to-exceed agreement amount by \$1 million to \$19 million.

BUDGET IMPACT

There is no budget impact associated with the proposed actions. The Project is budgeted in the JPB's Fiscal Year 2017 Capital Budget in the amount of \$179.8 million. Project funding is comprised of \$74 million from the San Mateo County Transportation Authority, \$84 million in California High Speed Rail Authority funds, \$10 million in California State Department of Transportation Section 190 Program funds and \$11.8 million from the City.

The JPB and its member agencies are not contributing funds for the Project.

BACKGROUND

Per JPB Board of Directors Resolution No. 2017-32, the original award amount for the Contract was \$82,890,000, which also included Executive Director Contract change order authority of 20 percent of the total Contract amount, or \$16,578,000, for a total of \$99,468,000.

The immediate schedule and cost impacts of the TPFOC relocation delay have been addressed within the Executive Director's initial Contract change order authority; however, the estimate for additional pending and contemplated change orders, including the current risk register for the Project, exceeds the Executive Director's Contract change order authority by \$7 million. The additional Contract change order authority is expected to be sufficient to complete the Project and address all known, projected and anticipated change orders.

Negotiated Change Orders:	\$ 12,727,039
Estimate of Additional Change Orders:	\$ 8,500,000
Total Negotiated & Additional Change Orders:	\$ 21,227,039
Current Change Order Authority:	\$ 16,578,000
Requested Increase in Change Order Authority	\$ 7,000,000
Original Contract Value:	\$ 82,890,000
Not-to-Exceed Revised Contract Authority:	\$ 106,468,000

On February 1, 2018, per Resolution No. 2018-06, the Board approved an agreement with PG&E for pipeline relocation required for the Project in a not-to-exceed amount of \$18 million. PG&E has completed approximately 90% of the pipeline relocation work described above; however, the existing line has yet to be abandoned, and the new line has not been energized. The remaining 10% of the relocation work was not completed in 2018 due to a PG&E moratorium on gas cutovers during the winter months when gas usage is high.

Project Manager: Rafael Bolon

650.508.7805

RESOLUTION NO. 2019 –

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

* * *

INCREASING THE EXECUTIVE DIRECTOR'S CONTRACT CHANGE ORDER AUTHORITY FOR
CONSTRUCTION OF THE 25TH AVENUE GRADE SEPARATION PROJECT BY \$7,000,000 AND
AUTHORIZING AMENDMENT OF AN AGREEMENT WITH PG&E FOR PIPELINE
RELOCATION FOR THE PROJECT

WHEREAS, on July 6, 2017, pursuant to Resolution No. 2017-32, the Peninsula Corridor Joint Powers Board (JPB) awarded a contract to Shimmick/Disney Joint Venture (Contract) to construct the 25th Avenue Grade Separation Project (Project), in an amount not to exceed \$82,890,000; and

WHEREAS, the Executive Director's original Contract change order authority was established at 20 percent of the total Contract amount, or \$16,578,000; and

WHEREAS, a total of \$12,727,039 in change orders have been approved to-date to address differing site conditions which necessitated changes to construction sequencing, hazardous material handling, and work associated with third-party utilities; and

WHEREAS, staff estimates that there will be an additional \$8,500,000 in change orders needed for design changes, time, and time-related costs associated with a delay in relocating third-party fiber optic utilities, and additional changes due to differing site conditions; and

WHEREAS, the combined total of executed and additional change orders will exceed the Executive Director's Contract change order authority by \$4,650,000; and

WHEREAS, Staff Coordinating Council recommends the Executive Director's Contract change order authority be increased in an amount not to exceed \$7,000,000,

which will permit execution of essential change orders required for the Project; and

WHEREAS, during the design phase of the Project, it was determined that a Pacific Gas and Electric Company (PG&E) 24-inch high-pressure gas transmission pipeline located within JPB right of way would need to be relocated due to construction of the Project; and

WHEREAS, the Project is responsible for the cost of relocating the pipeline because PG&E's easement, obtained prior to the JPB's acquisition of the ROW, does not require PG&E to pay for future pipeline relocations; and

WHEREAS, on February 1, 2018, pursuant to Resolution No. 2018-06, the Board of Directors authorized execution of an Agreement with PG&E in an amount not to exceed \$18,000,000 for this pipeline relocation; and

WHEREAS, PG&E now requires an additional \$1,000,000 to complete the work; and

WHEREAS, Staff Coordinating Council recommends the Board authorize the Executive Director, or his designee, to execute an amendment to the JPB's agreement with PG&E for the pipeline relocation described above, bringing the total not-to-exceed agreement amount to \$19,000,000.

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

1. Increases the Executive Director's change order authority for the Contract with Shimmick/Disney Joint Venture for the 25th Avenue Grade Separation Project in an amount not to exceed \$7,000,000, for a total not-to-exceed revised Contract authority amount of \$106,468,000; and
2. Authorizes the Executive Director, or his designee, to execute an amendment to the agreement with PG&E for the relocation of its 24-inch high-pressure gas

transmission pipeline for the Project, thereby increasing the agreement amount by \$1,000,000 to \$18,000,000.

Regularly passed and adopted this 11th day of July, 2019 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **2019 CALTRAIN ANNUAL COUNT PRESENTATION**

ACTION

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

SIGNIFICANCE

The presentation of the results of the 2019 Caltrain Annual Counts demonstrates the passenger ridership trends that Caltrain is experiencing. Analysis of the ridership numbers and passenger use of the stations and trains guide decisions Caltrain makes regarding the development of its Operating budgets and other activities, such as service planning, equipment assignments and future capacity planning.

Results and analysis are provided in the presentation in more detail and will be further detailed in the Key Findings Report which will be posted on the Caltrain website by mid-summer.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The Annual Counts are conducted every year in the early calendar months. The counts provide detailed ridership data for planning purposes. This year, count survey was performed in January and February. Surveyors were deployed to count number of passengers, bicycles and passengers needing assistance (PNAs) boarding and alighting at each door on each train and at each station. Bikes denied boarding were also tallied.

It should be noted that passenger count for weekend was not conducted this year due to the Caltrain San Francisco Weekend Service Closure with bus bridge between Bayshore Station and San Francisco Station (construction in tunnels). It was anticipated that the Closure would not only reduce the weekend ridership significantly, but also skew the customer behavior significantly, in part, because there were additional efforts by Caltrain to promote use of alternative transit service such as BART and parallel bus service.

Summary of Findings:

- Average Mid-Weekday Ridership (AMWR) has decreased from 65,095 in 2018 to 63,597 in 2019 (2.3 percent decrease).
- Gilroy extension ridership has decreased from 800 in 2018 to 750 in 2019 (7.1 percent decrease).
- Number of trains operating at 95 percent or above of the seating capacity at the maximum load point decreased from 25 to 22 likely due to:
 - Slight decrease in overall ridership, and;
 - Additional 6-car consists placed to the revenue service after December 2018.
- Number of passengers boarded with bicycles on an average mid-weekdays increased from 5,919 in 2018 to 5,505 in 2019 (7.0 percent decrease).
- Bikes denied boardings decreased from 1.6 denial per 1,000 bikes boarded to 1.5 denial per 1,000 bikes boarded.

Prepared by: Yu Hanakura, Senior Planner

650.508.7700

AGENDA ITEM#12 (a)

From: Gillian Gillett [<mailto:>]
Sent: Monday, July 01, 2019 9:54 AM
To: Hartnett, Jim
Cc: Walton, Shamann [shamann.walton@sfgov.org]
Subject: Resolution to undertake procurement of General Counsel

Jim, Good morning.

Director Walton asked me to agendize the attached resolution for our July meeting of the Caltrain Board.

Kind Regards,

Gillian Gillett

RESOLUTION NO. 2019-

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

1 [Directing Staff to Undertake Procurement of General Counsel and Legal Advisory Services to
2 support the future organization, operation and business of Caltrain.]

3
4 **Resolution to direct staff to procure general counsel and legal advisory services to**
5 **support the future of Caltrain.**

6
7 WHEREAS, Caltrain ridership has grown substantially over time and demand far
8 outstrips Caltrain's current ability to supply service; and

9 WHEREAS, Peninsula corridor freeways are congested and the economic needs of the
10 region will require more and better Caltrain service; and

11 WHEREAS, Caltrain is in a vital position to help meet State, regional and local
12 economic and greenhouse gas emission reduction goals; and

13 WHEREAS, The regional housing crisis emphasizes the need for Caltrain to do its part
14 to steward development and adopt appropriate service expansion and Transit Oriented
15 Development policies to guide investment; and

16 WHEREAS, The Peninsula Corridor Electrification Project is the first in a series of
17 substantial capital investments to modernize the rail system and help it meet future demand;
18 and

19 WHEREAS, Caltrain lacks a dedicated revenue source, causing it to rely on
20 contributions from partner agencies under the Joint Powers Agreement; and

21 WHEREAS, This provides an unreliable basis to maintain, improve and operate the rail
22 service; and

23 WHEREAS, The aforementioned provides an impetus for Caltrain to undertake its
24 current strategic Business Plan effort; and

25

1 WHEREAS, Caltrain has committed to share the corridor with California High Speed
2 Rail as part of a blended system; and

3 WHEREAS, Implementation and operations will require close coordination between
4 Caltrain and High Speed Rail; and

5 WHEREAS, The Caltrain Downtown Rail Extension is a regional priority and creates
6 opportunity for Caltrain to expand its service to downtown San Francisco, the BART/Muni
7 Metro corridor, and thousands more jobs; and

8 WHEREAS, Future blended Caltrain/High Speed Rail service will require additional
9 significant capital investments such as grade-separations and a future Diridon transit station in
10 San Jose; and

11 WHEREAS, Extending electrification to Gilroy will depend on close collaboration with
12 High Speed Rail, Santa Clara Valley Transportation Authority, cities and Santa Clara County;
13 and

14 WHEREAS, The Second Transbay Tunnel, extension to Salinas, and HSR south/east
15 from Gilroy present opportunities to develop connections to many other parts of the state as
16 envisioned by the California State Rail Plan; and

17 WHEREAS, Future service levels envisioned by the Caltrain Business Plan effort
18 currently under development will require a significant increase in staff capacity and financial
19 resources to realize; and

20 WHEREAS, Caltrain intends to bring forth organizational recommendations as part of
21 the Business Plan to support its ability to deliver and operate its future service vision; and

22 WHEREAS, Caltrain anticipates substantial operating budget shortfalls beginning in
23 fiscal year 2021; and

24 WHEREAS, Caltrain is contemplating placing a dedicated revenue measure before the
25 voters in 2020; and

1 WHEREAS, in considering how best to address the above needs through various
2 complex organizational, operational and business decisions the Joint Powers Board relies on
3 well-qualified general counsel and legal advisory services with expertise in those and other
4 areas; and

5 WHEREAS, principles of good governance require regular procurement and re-
6 procurement of advisory services and the Caltrain general counsel has to-date used the legal
7 services of the SamTrans general counsel and not had its own independent counsel; and

8 WHEREAS, the Caltrain Board wishes to have new General Counsel report directly to
9 the Board, working with the General Manager and key staff as appropriate;

10 NOW, THEREFORE, BE IT RESOLVED That the Peninsula Corridor Joint Powers
11 Board directs staff to undertake procurement of General Counsel and Legal Advisory Services
12 to support the future organization, operation and business of Caltrain.

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