



REVISED AGENDA - 3-17-14

JPB Citizens Advisory Committee
1250 San Carlos Avenue, San Carlos, CA 94070
Bacciocco Auditorium, 2nd Floor

BOARD OF DIRECTORS 2014

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MICHAEL J. SCANLON
EXECUTIVE DIRECTOR

March 19, 2014 – Wednesday

5:40 p.m.

Times noted are estimated

1. Pledge of Allegiance
2. Roll Call
3. Approval of Meeting Minutes of February 19, 2014 MOTION
4. Public Comment (5:45 p.m.)
Public testimony by each individual speaker shall be limited to three minutes
5. Chairperson's Report (5:55 p.m.)
6. Peninsula Corridor Electrification Project Draft Environmental Impact Report Release Update (Rich Walter, Stacy Cocke) (6:00 p.m.) INFORMATIONAL
7. Staff Report (Michelle Bouchard) (6:30-6:50 p.m.)
~~a. Incident Response and Communications~~
8. Committee Comments (7:00 p.m.)
Committee members may make brief statements regarding CAC-related areas of concern, ideas for improvement, or other items that will benefit or impact Caltrain service or the CAC
9. Date, Time and Place of Next Meeting
April 16, 2014 at 5:40 p.m., San Mateo County Transit District Administrative Building,
2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA
10. Adjournment

All items on this agenda are subject to action

CAC MEMBERS: **San Mateo County:** Paul Bendix, Christopher Cobey, Adina Levin (Vice Chair)
San Francisco City & County: Jonathan Berk, Kevin Gardiner, Alexandra Sweet
Santa Clara County: Yvonne Mills, Cat Tucker (Chair), Vacant

INFORMATION TO THE PUBLIC

If you have questions on the agenda, please contact the Assistant District Secretary at 650.508.6223 or cacsecretary@caltrain.com. Agendas are available on the Caltrain Web site at <http://www.caltrain.com>.

JPB and Citizens Advisory Committee (CAC) meeting schedules are available on the Caltrain Web site.

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 Ave., San Carlos, CA, which is located one block west of the San Carlos Caltrain Station on El Camino Real. The office is also accessible by SamTrans bus routes ECR, FLX, 260, 295 and 398. Additional transit information can be obtained by calling 1.800.660.4287 (TTY 650.508.6448) or 511.

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 Committee, please fill out a speaker's card located on the agenda table and hand it to the Assistant District Secretary. If you have anything that you wish distributed to the Committee and included for the official record, please hand it to the Assistant District Secretary, who will distribute the information to the Committee members and staff.

Members of the public may address the Committee on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to three 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 Assistant District Secretary at Peninsula Corridor Joint Powers Board, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to cacsecretary@caltrain.com; or by phone at 650.508.6279, or TTY 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 public records are distributed or made available to the legislative body.

**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 FEBRUARY 19, 2014

MEMBERS PRESENT: P. Bendix, J. Berk, C. Cobey, A. Levin, A. Sweet, C. Tucker

MEMBERS ABSENT: K. Gardiner, Y. Mills

STAFF PRESENT: J. Averill, T. Bartholomew, M. Bouchard, S. Petty

Chair Cat Tucker called the meeting to order at 5:41 p.m. and led the Pledge of Allegiance.

APPROVAL OF MINUTES

No discussion.

A motion (Sweet/Levin) to approve the minutes of January 15, 2014 was approved (Cobey abstained).

PUBLIC COMMENT

Jeff Carter, Millbrae, said Caltrain is going to face a crisis soon because any train leaving San Francisco after 4:00 p.m. is standing room only and is uncomfortable for riders. He said Caltrain is pursuing the purchase of cars through Metrolink but it will take up to a year before they will be put into service. He said capacity needs to be expanded right now. He said he hopes this issue does not make people decide to abandon Caltrain.

Doug DeLong, Mountain View, said the brush clearing is getting underway in San Mateo for the bridge replacement project. He said when the CTX Project was done the pole line wiring did not get taken down in that part of the right of way, so some of the wiring is getting clipped. He said cutting wires can be dangerous and some cables are starting to sag across the roadways creating the potential for snags on cars. He said he hopes this will be approached carefully and Caltrain gets people who know how to safely remove wiring before the tree trimming gets far along.

Roland Lebrun, San Jose, said the delay with the Metrolink cars is the cars are on lease and the JPB is trying to get a clear title. He said Caltrain should assume the existing lease. He said in London, capacity is addressed by congestion charging, whereby a passenger who boards the train after 7 p.m. gets a discount. He said Clipper should be able to handle something like this in the next version.

CHAIRPERSON'S REPORT – Cat Tucker

Chair Tucker said she attended the JPB meeting and introduced herself. She said the Board did not have any questions about her report.

CALTRAIN STRATEGIC PLAN (PLAN) UPDATE – Sebastian Petty

Sebastian Petty, Senior Planner, presented:

- Caltrain is a commuter-rail system that has 92 weekday trains, and average weekday ridership is about 53,000.
- Caltrain challenges and opportunities:
 - Increasing demand
 - Capacity constraints
 - Aging system that affects performance
 - New safety regulations
 - Funding constraints
- Existing commitments:
 - Safety
 - On-time quality service
 - State of good repair and maintenance
 - Modernization
 - Advanced signal system
 - Corridor electrification and electric multiple units
 - High-speed rail (HSR)/Caltrain blended system
- The Plan is a 10-year outlook that aims to answer the questions:
 - What do we want to become?
 - How are we doing?
 - What's ahead of us?
 - What do we need to do?
 - How are we going to do it?
- The Plan structure consists of guiding principles, goals, objectives, and actions.
- Draft guiding principles and goals:
 - Guiding Principle: Ensure the safety of customers, employees and the community
 - Goals:
 - Promote a safety culture
 - Support safety regulations
 - Educate customers, employees and communities
 - Support and plan for safe infrastructure
 - Guiding Principle: Establish a long-term, stable financial plan
 - Goals:
 - Deliver services and projects efficiently
 - Maximize revenues within context of larger system goals
 - Stabilize and expand funding sources
 - Develop a funding plan for long-range improvements
 - Guiding Principle: Drive growing customer demand with expanded and enhanced service
 - Goals:
 - Meet customer mobility needs
 - Maximize system capacity

- Operate a punctual and dependable service
 - Provide a comfortable and convenient travel experience
- Guiding Principle: Maximize utility of system infrastructure
 - Goals:
 - Maintain state of good repair
 - Invest to improve reliability
 - Modernize corridor to enhance safety and capacity
 - Prepare for HSR
- Guiding Principle: Serve as a critical element within the region's transportation and land use system
 - Goals:
 - Improve connectivity to other systems
 - Encourage alternative modes of station access
 - Promote transit-supportive development
- Guiding Principle: Achieve consensus through effective relationships with communities, partner agencies, and stakeholders
 - Goals:
 - Be transparent, consistent and fair
 - Support effective participation
 - Identify common goals
- Guiding Principle: Conduct all business in a socially responsible way
 - Goals:
 - Minimize environmental footprint
 - Address environmental justice
 - Promote social equity

Alex Sweet suggested adding "enforcement" as one of the goals under ensuring the safety of customers, employees and the community. She said encouragement cannot be measured, so the goal of "encouraging alternative modes of station access" could be changed to "support efforts that encourage alternative modes of station access." She said the word "communities" implies the public, but public outreach should be a written goal in the guiding principle about achieving consensus through effective relationships.

Adina Levin said she would like to see greater emphasis on growing customer demand with expanded and enhanced service. She said to look at how many total people are traveling on the corridor and think about how much of that could be public transit and Caltrain, and then work to achieve a mode share goal and carbon reduction goal. She said she would like to see a stronger statement about increasing transit corridor mode share.

Ms. Levin said she would like to see a Caltrain-based goal of working with regional partners to fulfill the Clipper mission of having regional integration of fares and transfers.

Ms. Levin said under the goals for finding new funding sources and transit-supportive land use, Caltrain could use a value capture system to support some of the infrastructure to help achieve the goals.

Jonathan Berk said if there are too many principles, it is the same as having no principles. He said there should only be one guiding principle, and it should be to provide efficient train service for as many people as possible on the corridor. He said the goal of Caltrain is not to provide social equity.

Ms. Sweet said Mr. Berk is referring to Caltrain's vision; vision should be mentioned at the beginning of the presentation.

Mr. Berk said there are limited resources, and decisions have to be made about how to use them. He said this report loses sight of the fact that the resources are limited, and Caltrain should focus on providing train service and drop the other issues.

Chair Tucker said as a public agency the Plan needs to be detailed and defined because tax dollars are used for funding.

Chair Tucker said staff should consider videotaping the meetings in the 10-year plan. She said it would fall under transparency.

Chair Tucker asked if the CAC, the Board, or if staff will be prioritizing these goals and principles. Mr. Petty said staff is working on an action plan that considers the commitments that have been defined, what has already been determined that will be accomplished, and how to prioritize and structure the actions within the envelope of fiscal constraints in a way that supports the objectives and fulfills the overall vision of being a great transit service. He said the Metropolitan Transportation Commission (MTC) has asked transit operators to work on a Short-range Transit Plan and it will be synced with the action plan so they can speak to what JPB will be doing.

Chair Tucker said she believes sustainable funding sources should be the number one priority because it would solve some of the other issues. Michelle Bouchard, Director, Rail Transportation, said it is an initiative that should be brought back to the group. She said JPB has been pursuing the option of obtaining funding through a tax measure. Staff sees the issue as a top priority. She said there is no way of achieving improvement without stable funding. She said a robust state of good repair will help guide policy, funding, and investment decisions, and it is needed to justify those decisions.

Mr. Berk said a world-class system will be safe, funded, etc., but a world-class system does not have to have consensus through effective relationships with communities, partner agencies and stakeholders, it doesn't have to conduct all business in a socially responsible way, and an overarching goal from the vision statement can differentiate between these goals.

Ms. Levin said she heard a global expert on public/private partnerships say that even a private operator should have public interest goals that should feed into the consideration of running the service.

Public Comment

Janice Li, San Francisco Bicycle Coalition (SFBC), said the SFBC supports the draft guiding principles but would like to see stronger language regarding increasing

capacity. She said she urges the CAC and staff to explore options to improve access and increasing capacity and include them in the Plan. She said bikes are crucial to complete the first and last mile.

Doug DeLong, Mountain View, said 35,000 people are bused in private shuttles in the corridor, and those people could be Caltrain riders if Caltrain had capacity. He said Caltrain should raise the ticket price and replace the senior discount with a low-income discount. He said the Board needs to be more aggressive in the farebox recovery goals, and turning away 35,000 customers a day leaves out potential revenue. He said if more money was coming in from the farebox, the JPB could hire the mechanics needed to keep the equipment in good shape.

Roland Lebrun, San Jose, said Caltrain needs capacity now, not in six years. He said replacing 75 percent of the rolling stock is not going to work. He said the JPB should start with hybrid train cars, which could go all the way to Gilroy. He said the JPB should terminate the Memorandum of Understanding with the California High-speed Rail Authority (CHSRA) because when the Santa Clara Valley Transportation Authority filed an amicus appeal with the government over the ruling against the CHSRA, the backlash in Palo Alto was tremendous. He said MTC said if Caltrain wants more money it has to increase capacity.

Jeff Carter, Millbrae, said dedicated permanent funding is very important and connecting to other systems should be seamless. He said every pass should be good to use on every system. He said he is opposed to raising the price because people he talks to don't use transit because it is too expensive. He said capacity was not talked about in specifics but it needs to be looked at in the Plan. He said the blended system will have six trains per hour per direction and that is not enough. He said the blended system shouldn't be limited to two tracks.

STAFF REPORT – Michelle Bouchard

Ms. Bouchard said:

- Some stations built prior to 1991 were included in the Key Station Program that established which stations needed to meet ADA requirements. All stations built after 1991 had to meet Americans with Disabilities Act (ADA) regulations. Neither the 22nd Street nor South San Francisco Caltrain stations were included in the Key Station Program. These two stations are now getting high ridership. The key stations were upgraded, and the goal is to upgrade all stations. Whenever major alterations are made to stations, the ADA requirements are triggered for those stations. Staff is participating with many groups trying to get the South San Francisco Station funding for major alterations during which the accessibility issue could be addressed. There is no plan at this time for 22nd Street Station.

Paul Bendix asked if a plan was in place how it would be funded. Ms. Bouchard said the general rule for capital improvements is cities are responsible for funding improvements in their jurisdictions. She said the San Mateo County Transportation Authority has funded many improvements in San Mateo County.

Mr. Bendix asked where he could make progress if he was to advocate for 22nd Street Station access. Ms. Bouchard said she would have to get back to him.

Ms. Bouchard continued:

- January Performance Statistics:
 - Total and average weekday ridership is up 9.5 percent.
 - Farebox revenue is up about 10 percent.
 - On-time performance is 92.7 percent.
- The San Bruno Grade Separation Project is shaping up and will be transitioning to the new station in the spring.
- Installation of fiber backbone for the Positive Train Control Project continues.
- Wayside Interface Units are being installed and they are fully funded and the project is on schedule.
- Onboard counts are almost done and staff will be able to target where to put extra railcars.
- Staff is still trying to work out a deal with Metrolink for new railcars.

Public Comment

Roland Lebrun, San Jose, said the South San Francisco holdout rule issue has to be a top development. He said 22nd street is a popular station but a comprehensive analysis should be done of where those passengers are really coming from and whether investing money there makes sense or if it makes more sense to create a Mission Bay station and an Oakdale station, both with a seamless connection to the Third Street Light Rail line.

COMMITTEE COMMENTS

Mr. Bendix said he would love to see a relatively cheap interim approach to access at 22nd Street Station such as a switchback ramp and a signal and a level crossing to the other platform.

Ms. Levin said a group supporting the South San Francisco Area Plan will be going on a walking tour on March 22nd and will stop at the Caltrain station and talk about opportunities to improve access. She said there are transit-oriented plans around the Millbrae station with opportunities to improve transit access.

Ms. Sweet said the 22nd Street area is booming and the station will be utilized so it needs upgrades.

Mr. Berk said the end of a train is not an emergency exit, so if the seats at the end of a train in a bike car are removed, there will be more space for bikes and the car wouldn't have to be used as an emergency exit because there won't be anyone in the car. He said he would like Ms. Bouchard to report on having looked at this as a possibility.

Mr. Berk said it should be the case that everyone who is on the platform gets to get on the train, and conductors should not close the doors on people. He said this should be emphasized to the conductors.

Mr. Berk said he would like staff to comment on the possibility of adding a baby bullet service further into the rush hour, such as after 9 a.m., or before 6:57 a.m., just to see if adding a train would take some pressure off the current baby bullets.

Mr. Berk said when the ticket price is lower and a person takes the train, that means there's one less car on the road, which results in less congestion and lower emissions. When the ticket price is high, Caltrain makes more money. He said he would like to hear if anyone has seriously approached the problem from that perspective to determine what the correct ticket price is and where to price the tickets to best serve the tax payers.

Mr. Bendix left at 7:08 pm

Chris Cobey said some Caltrain riders presented him with two ideas. One was to have a "quiet" car on each train just like there is a bike car, an ADA car, a luggage car, etc. He said the second idea was to have a competition of some kind to create a campaign to remind passengers to keep their shoes off the seats.

Chair Tucker said educational outreach about putting bags on empty seats would also be good to have in the Plan. She said there are new methods of communication and people need to be reminded to use good manners.

Chair Tucker asked who is responsible for emptying garbage cans at the Gilroy Caltrain Station because she has received complaints that they are always full. Ms. Bouchard said she would have to check.

DATE, TIME AND LOCATION OF NEXT MEETING:

March 19, 2014 at 5:40 p.m., San Mateo County Transit District Administrative Building, 2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Meeting adjourned at 7:10 p.m.