

**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 16, 2021

MEMBERS PRESENT: A. Brandt (Vice Chair), P. Flautt, L. Klein, R. Kutler, P. Leung, K. Maxwell (Alternate), D. Tuzman, B. Shaw (Chair)

MEMBERS ABSENT: N. Mathur (Alternate)

STAFF PRESENT: C. Kwok, J. Navarrete, J. Navarro, D. Provence,

Due to COVID-19, this meeting was conducted as a teleconference pursuant to the provisions of the Governor's Executive Orders N-25-20 and N-29-20, which suspends certain requirements of the Ralph M. Brown Act.

Chair Brian Shaw called the meeting to order at 5:40 p.m. and led the Pledge of Allegiance.

APPROVAL OF MINUTES OF MAY 19, 2021

Motion/Second: Klein / Leung

Ayes: Brandt, Flautt, Kutler, Shaw, Tuzman

Absent: None

R. Kutler arrived

PUBLIC COMMENT

Aleta Dupree, via Zoom Q&A, advised that June is Pride month and that it is important to keep diversity in mind. She stated that the citizenry of Caltrain is very diverse and advocates that Pride is a global perspective of inclusion. She asked that the Board and staff be aware of the importance of equity and to welcome anyone who uses Caltrain, pays their fare and follows the rules of conduct, always be welcomed and treated with respect. Aleta then stated that to build this new electric railroad, the focus should be on foundations. She suggested completing a deep dive on the site conditions to determine why foundations are not being produced as fast as they should. She then emphasized the importance of operating entirely on Clipper and the Mobile APP as part of a modern railroad. She recommended Caltrain's efforts should be in selling Clipper cards out of the new vending machines to get away from paper tickets.

Roland Lebrun, San Jose, via Zoom Q&A, requested the Zoom meeting start before the CAC meeting begins so that he has time to connect through his computer and not via telephone. He then advised that the Governance Executive Order N-2920 is now

obsolete and that the new Governance Order is N-A-21. He stated that Paragraph 44 indicated how meetings will be conducted until September the 30th, at least. He then referenced the correspondence packet, and stated that the DTX project is out of control. He shared that there is a new High Speed Rail station at 4th & Townsend and that there is no way that a High Speed Train Operator will ever stop there. Roland then mentioned that electrification has been delayed two years later and that the problem is not with foundation, and that the problem is with Constant Warning Time. Roland suggested that with the new trains coming in 2022 and no place to store them, to see if there is any way to operate the new EMUs in diesel mode with push/pull at 80MPH.

Jeff Carter, Millbrae, via Zoom Q&A, shared his pleasure with seeing the schedules out on the train. He then shared his disappointment with the delay in electrification.

Adina Levin, via Zoom Q&A, shared that at some point this body and the Board and other bodies are going to go back to meeting in a Boardrooms in person and there are a number of transit agencies that have already said that they are planning to continue to allow for online, dial in or Zoom public comment. She asked, through the Chair, if this body is interested in inquiring, it would be good to check with Caltrain about whether Caltrain would align with other agencies to continue to allow dial in and Zoom public comment after the Board goes back to in person meetings. She stated that it may be difficult for many people to get to the CAC meeting or the Board meeting to then just sit there for a long time to make their comments. And therefore, this body may be interested in asking staff or and or recommending to the Board to do as other agencies are doing and continuing with hybrid meetings, allowing dial in and online public comment.

CHAIRPERSON'S REPORT

Chair Brian Shaw shared his experience with riding Caltrain since March 2020. He said that it was great to do and that other than wearing a mask, it is pretty much the way it was before. He stated that Caltrain continues to be a consistent operation. He said that the biggest change was being able to use his cell phone to tag on and off versus using his Clipper card and it worked great. Chair Shaw then reported that Alternate Member Kathleen Maxwell will likely be stepping down, as an Alternate, in the coming months and encouraged anyone interested to apply for all openings on the CAC.

COMMITTEE COMMENTS

Member Patrick Flautt reported that he does not have a website update for the committee members and hopes to meet with Five Paths website development team soon to provide an update to the committee. He then agreed with public comment from Adina Levin about continuing the possibility of allowing for Zoom call in and commentary. He then requested staff to look into allowing for this type of hybrid participation for future meetings.

Member David Tuzman reported that he emailed MTC to ask for a presentation on their study on fare coordination and integration around the region. Mr. Navarro advised that Caltrain has a department that works with Cubic and MTC and that Christiane

Kwok, who will be presenting later, is the Caltrain liaison for MTC in another capacity, and that staff may help coordinate the presentation. Member Tuzman said that he would reach out to Ms. Kwok for further details. Member Tuzman then asked whether the timetable on the website is the latest timetable as there is no "schedule updated since" date. Chair Shaw confirmed that the timetable on the website is the latest and agreed that there is no "as of" date. Member Tuzman advised that the scrolling version indicates as of April 26, 2021 but the default that comes up does not have clear indication that gives someone confidence that it is the latest schedule. Lastly, Member Tuzman asked whether the CAC or the Board will decide to continue these meetings virtually. Chair Shaw advised that the CAC will follow the Board's lead. Lastly, Member Tuzman asked staff to consider updating their pet onboard policy to not only allow service animals. He said that the more types of trips that Caltrain makes available to people, the more people will ride.

Member Patricia Leung agreed with previous comments and likes the idea of future Zoom hybrid meeting. She then shared her recent Caltrain experience and happy to come back to everything running the way she remembered it, before the pandemic began. She thanked staff for making things normal for returning riders. She also appreciated the Apple Pay component. She then reported to Member Flautt that looking at the schedule from the Mobile App is clunky and suggested he take a look to make suggestions for improvement. Lastly, Member Leung mentioned state legislation SB466 regarding the parking lot in Santa Clara station. Two things that pertains to Caltrain one is as proposal was actually reducing the number of parking spots from 240 to 95 parking spots. She stated that this would set a dangerous precedence.

Member Rosalind Kutler agreed with previous comments regarding a hybrid Zoom option for future meetings. Her only concern with this type of meeting is whether staff will have enough resources to support. She then thanked staff for supporting the San Francisco Giants fans and the printed schedules.

Member Larry Klein also supports the hybrid CAC meeting option as remote meetings make it easier to jump between different meetings, without commuting up the peninsula. He voiced his disappointment with the electrification delay. Member Klein then thanked staff for the new schedule and asked when the Baby Bullets might be scheduled. He stated that a Baby Bullet to Sunnyvale would help eliminate shuttles and vehicles on the road.

Vice Chair Adrian Brandt commented that the recent development in Sunnyvale challenge Caltrain to figure how to respond to new development up and down the line around stations that might merit additional service. Vice Chair Brandt also agreed to having the option of hybrid Zoom CAC meetings in the future. He then suggested Caltrain to have a rider safety webpage with safety tips, just as BART has. He stated that Caltrain previously had a Safety and Security webpage; however the last report was from September 2018 and would like to see it posted for the public to see. He then reported that on his last Caltrain ride, dwell times are high and suggested to remove the cushion time off the schedule to offer a more attractive schedule to riders. He then reported that although the schedules are posted at the stations, he did not see a highlighted line indicating the "you are here" station. Chair Shaw mentioned that he

saw the station name highlighted, not the times, but the station name was highlighted. Mr. Navarro responded that due to Accessible Service compliance and other factors, the best staff could do was highlight the station name in green and is manually placing these stickers on the station boards throughout the corridor. He then agreed with comments in the correspondence packet regarding VTA withholding their operating contribution. Lastly, he also shared his disappointment with the electrification delay due to Constant Time Warning, a known problem. He then requested a formal presentation on some of the issues and details around the delay and a description of the planned wireless enhancement.

Alternate Member Kathleen Maxwell also agreed with previous comments to have the option of attending future CAC meetings remotely via Zoom or in person.

Public Comments:

Jeff Carter, Millbrae, via Zoom Q&A, hopes that the CAC meeting will continue on Zoom to help with public participation. He then reported that he has noticed increased dwell times in Millbrae and that the doors close fifteen to twenty seconds prior to departure. He then shared that the gates at the Broadway station remain down the entire time that the train is in the station on the northbound side. He then shared his disappointment with partner agencies not contributing to Caltrain. He suggested the CAC look into how much the partner agencies contribute to BART.

Roland Lebrun, San Jose, via Zoom Q&A, stated that the Governance Ordinance will determine how future CAC meetings will be held. He suggested looking at Assembly Bill 703, where the possible changes to the Brown Act will be. He suggested Member Patricia Leung attend the Plan Bay Area 2050 workshops to submit her comments there. He then stated that he will be submitting a proposed schedule to include Baby Bullets that will serve Sunnyvale. Roland then stated that South San Francisco should have a passing track so that Caltrain can provide more service. He then stated that the issue with Caltrain missing webpages will be resolved when the administration transitions from Samtrans. He advised that the VTA contribution issue will be resolved at the August VTA Board Meeting.

Adina Levin, via Zoom Q&A, shared that the Fair Integration Taskforce will have more information about the study on July 19, 2021 and will make presentations to various Transit Boards in July and August and will have decisions made in the fall. Lastly, regarding the hybrid meetings is that the issue for public comment is technically, and legally different from the issue of being on the board so for the public comment BART and a variety of other agencies and jurisdictions have said yes it is legal to allow online public comment. She stated that it would take a legal change to enable hybrid meetings for members of the body.

ELECTRONIC BICYCLE LOCKER UPDATE

Dan Provence, Principal Planner, presented the Electronic Bicycle Locker Update.

The full presentation can be found on caltrain.com

Committee Comments:

Member Kutler asked Mr. Provence what services are offered in San Francisco. Mr. Provence responded that there is a free valet bike parking facility at 4th & King.

Member Leung asked whether there is a way to look at availability of the lockers. Mr. Provence responded that availability can be seen on the bikelink.org website.

Member David Tuzman asked to confirm the \$5 credit for linking the Clipper card. Mr. Provence confirmed the incentive.

Member Flautt asked what full deployment will look like. Mr. Provence stated that staff is looking at different options with a team of consultants that are tied to the business plan. Member Flautt then asked when would eLockers be installed at Gilroy. Mr. Provence responded that VTA is in charge of the efforts in Gilroy. Mr. Navarro suggested Dan to provide his email address to Mr. Flautt to get him in contact with the organization in San Francisco to better answer Mr. Flautt's questions. Mr. Provence will follow-up with Member Flautt.

Vice Chair Brandt asked Mr. Provence to clarify whether Caltrain has agreed to pay a fixed fee to have 1150 lockers deployed for \$4.5M. Mr. Provence responded that the \$4.5M is all encompassing and deals with the locker costs as well as the ongoing operations and maintenance costs. Vice Chair Brandt then asked what the transition process looks like for customers. Mr. Provence advised that letters were sent to existing customer explaining how it all worked and incentives for transitioning. Mr. Provence stated that he personally set the customers up with a bikelink.org representative.

Public Comments:

Adina Levin, via Zoom Q&A, asked whether staff has thought about strategies to avoid customers camping their bike in these lockers for months at a time, when trains are crowded again. Mr. Provence responded that there is a maximum rental time to avoid these situations.

Aleta Dupree, via Zoom Q&A, expressed her support with the bike lockers. She stated that there is a bike theft problem in America, and that the secure bike lockers are better than racks. She suggested staff to look into dynamic pricing with equity in mind. She also suggested educating riders on how to use Clipper with these eLockers. Lastly regarding the double level lockers, she requested staff to keep in mind that for lower income rider, who would buy a less expensive bike, those less expensive bikes tend to be heavier and therefore harder to lift.

Jeff Carter, Millbrae, via Zoom Q&A, thanked Mr. Provence for the report and appreciated Caltrain providing many options as possible for people to get to and from the station. Jeff then asked whether there is a difference in the rental rates at Millbrae station between BART installed bike lockers and Caltrain BikeLink.org eLockers.

Roland Lebrun, San Jose, via Zoom Q&A, suggested to conduct a study to determine why passengers bring their bikes onboard the train. He suggested the conductors distribute business card size surveys asking passengers to help staff understand why they brought their bike on board today. The business card would have a link to an online web survey and ask further questions. Roland then stated that as an incentive for completing the survey, passengers would receive a Clipper credit for future eLocker rental. Lastly, he shared that VTA will give up the entire Gilroy parking lot to TODs. He hopes that there will be a resolution to this matter at VTAs August Board meeting.

DRAFT CALTRAIN CAC RESOLUTION, DISTANCE BASED FARES

Adrian Brandt, Vice Chair, CAC, presented the Draft Caltrain CAC Resolution, Distance Based Fares.

Vice Chair Brandt stated that the Ad Hoc subcommittee, Members Tuzman, Leung and himself met and came up with the Draft Caltrain CAC Resolution, Distance Based Fares that can be found in the Agenda packet. Vice Chair Brandt recommended an update to the draft for the committee's consideration. He suggested modifying the, BE IT RESOLVED, to basically say, be it resolved that in absence of a regional fare program unless and until Caltrain engages with and participates in a regional fare program or a regional fair tariff, that Caltrain now develop and propose etc.

The draft can be found on caltrain.com

Committee Comments:

Member Kutler expressed her full support of the Resolution with the update Vice Chair Brandt suggested phrasing, "in the absence of a regional fare program".

Member Tuzman expressed his interest in learning more about the MTC proposals about regional fare integration before passing the Resolution. He then stated that there should be mention of the 2040 Business Plan in the last "Where As". He then asked Ms. Christiane Kwok to speak about the MTC proposal and timing. Ms. Kwok responded that she is not directly involved with the development of the program, and will find out whether MTC can present to this committee. Member Tuzman stated that he would work with the Chair and staff to get this item added to the July Agenda, which would move the passing of this Resolution to August.

Member Leung recommended moving forward with the Resolution regardless of what the regional agencies do, with amendments to the Resolution as discussed.

Public Comments:

Roland Lebrun, San Jose, via Zoom Q&A, thanked the Ad Hoc Subcommittee, Brandt, Tuzman and Leung for their time and effort in putting together the Resolution. He supported the approval of the Resolution and provided insight on what is going on at the regional level. Roland stated that this will be legislation by June next year. He recommended the committee members to visit MTC.legistar.com to get up to speed

and view the list of MTC meetings. He said that the two meetings of interest are the Fare Integration Study meeting and the Blue Ribbon Transit Recovery Task Force.

Jeff Carter, Millbrae via Zoom Q&A, thanked the work from the subcommittee and expressed his support of the Resolution with the amendment suggested by Vice Chair Brandt. He stated that he has provided correspondence to the CAC and the Board with a distance fare matrix in various scenarios and hopes it can be easily implemented. He then stated that Caltrain should move ahead with this as soon as possible regardless of the Fare Integration Task Force.

Aleta Dupree, via Zoom Q&A, expressed her support with the Resolution and advised that it would have to go before the Board and that a Title VI analysis will need to be completed for equity purposes. She also stated that there will need to be technology upgrades and is the reason she continues to advocate the importance of going to a system that uses Clipper and open payments, etc.

Adina Levin, via Zoom Q&A, appreciated the leadership on this issue and agrees with the intent of this Resolution. She recommended having something that looks like BART with fares that match BART and with other regional transit. In terms of the timing of larger changes she said that she is curious to hear what is coming forward from staff in terms of what would be feasible to do immediately versus what will be feasible to do when Clipper 2.0 is scheduled to roll out in 2023. Lastly regarding the point about equity, she hopes that a fare system is something that can be affordable to people at a variety of income levels to provide mobility to all. She looks forward to this body taking a look at the Regional Study and weighing in on that and then speaking up to influence the Caltrain Board on that issue.

APPROVAL OF DRAFT CALTRAIN CAC RESOLUTION, DISTANCE BASED FARES

To include amendments from earlier comment from Vice Chair Brandt

Motion/Second: Brandt / Flautt

Ayes: Brandt, Klein, Kutler, Leung, Shaw, Tuzman

Absent: None

Chair Shaw stated that the Resolution passes and will make mention of it at next month's Caltrain Board Meeting.

Vice Chair Brandt stated that he would provide the CAC Secretary, P. Givens a copy of the amended Resolution for the meeting minutes.

CLIPPER NEXT GENERATION AND CLIPPER MOBILE APP UPDATE

Christian Kwok, Manager Fare Program Operations, presented the Clipper Next Generation and Clipper Mobile App Update.

The full presentation can be found on caltrain.com

Committee Comments:

Member David Tuzman asked whether Clipper Next Generation is synonymous with Clipper 2.0. Ms. Kwok confirmed. Member Tuzman then asked whether Clipper Next Generation is an opportunity to make fare changes less of a burden. Ms. Kwok stated that currently the region is still working on the requirements and that she did not have all of the details. She also stated that the Regional Integration project is working closely with the Clipper team and would be able to accommodate recommendations that come from the study. Mr. Tuzman asked where he could learn about Clipper Next Generation. Ms. Kwok stated that she would follow-up with the link to the Legistar.

Member Flautt asked in terms of user experience how is this data tracked to make it the best user experience possible. Ms. Kwok responded that MTC staff and Cubic are monitoring all the issues with the platforms and resolving them as they come. Mr. Navarro stated that Caltrain voices their feedback, however Caltrain is one of twenty-two transit operators.

Member Rosalind Kutler suggested to register ADA passengers on the mobile app as such, so that they would not have to prove their identity or eligibility of fare type use and their status would be a part of their wallet or profile on the Mobile app.

Public Comments:

Aleta Dupree, via Zoom Q&A, shared that she likes the idea of using both physical Clipper cards and Clipper on the phone. She stated that she supports Member Kutler's idea of a means for reduced fare passengers to be able to have their information in the phone so that they do not have to carry these cards around. She then recommended that staff incentivize people to get Clipper cards both physical and virtual.

Jeff Carter, Millbrae, via Zoom Q&A, asked how much does the transition to Clipper Next Generation cost for MTC and all of the transit agencies. Jeff then asked whether having paper tickets raises the cost of doing business. Jeff then asked whether the current Mobile app will allow you to use a monthly ticket and whether it charges the Clipper fare or the TVM fare.

Roland Lebrun, San Jose, via Zoom Q&A, advised that since Caltrain is one in twenty-two transit operators it is important to watch what is going on and suggested to attend the five o'clock meeting on Monday 23rd of the Blue Ribbon Transit Recovery Task Force. Lastly, Roland addressed Jeff Carter's public comment regarding monthly passes and stated that the issue is being addressed at the regional level and monthly passes will be available regardless of the transit system.

STAFF REPORT UPDATE

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

On-time Performance (OTP) –

- **May:** The May 2021 OTP was 90.1% compared to 95.8% for May 2020.
 - **Vehicle Strikes** – There was one vehicle strike on May 10.
 - **Vehicle on Tracks** – There were four days, May 8, 11, 13 and 21, with a vehicle on the tracks that caused train delays.
 - **Mechanical Delays** – In May 2021 there were 401 minutes of delay due to mechanical issues compared to 278 minutes in May 2020.
 - **Trespasser Strikes** – There was one trespasser strike on May 4, resulting in a fatality.
- **April:** The April 2021 OTP was 93.9% compared to 94.3% for April 2020.

Mr. Navarro addressed the two-year delay with electrification and reported that the pandemic affected factory shutdowns and low manpower among other issues like underground utilities and signal system changes. He then reported some good news, that seventy-five percent of foundations have been completed and sixty percent of the poles have been installed and have been working on tracks and facilities. He then stated that switching gear will be arriving in two weeks and will be able to test that out. He then reported that the first EMU trainset will be delivered in November 22, 2021. Mr. Navarro shared that he took a trip to Salt Lake City and resolved supplier issues. On this trip, three engineers from Caltrain joined him and were able to operate the new equipment and provide feedback. They were pleased with how the new trains handled. Mr. Navarro then presented a slide that indicated the Ridership data and reported that ridership is trending upward.

Committee Comments:

Vice Chair Brandt asked about the Safety and Security Reports. Mr. Navarro responded that there have been organizational changes within the Safety and Security department and that he would reach out to them to inquire on keeping up with those reports. Vice Chair Brandt then requested that a data point be added to the Ridership slide to indicate the percentage of pre-pandemic ridership. Lastly, Vice Chair Brandt asked whether the vehicle on the tracks occur at night time. Mr. Navarro confirmed that they did occur at night time.

Public comments:

Jeff Carter, Millbrae, via Zoom Q&A, requested that the Ridership chart be posted on the website for the public. He then requested that the weekend ridership be included in the Ridership chart.

Roland Lebrun, via Zoom Q&A, also requested that the Ridership slide be made available to the public and be posted on the website. He then suggested that staff look at what the other agencies are reporting to the public and for Caltrain to provide the same data. He stated that the other agencies are reporting ridership as a percentage. He stated that Caltrain is less than ten percent and that other agencies are above twenty percent. Lastly, regarding training, he stated that with a simulator, Engineers would not have to fly to Salt Lake City and that a lot of the problems could be detected with a simulator.

JPB CAC Work Plan

July 21, 2021

- COVID 19 cleaning efforts cost
- Blue Ribbon Task Force
-

August 18, 2021

- High Speed Rail
- PCEP Update (Schedule)
-

September 15, 2021

- South San Francisco
- Code of Conduct
-

October 20, 2021

-
-
-

November 17, 2021

-

Suggested Items:

- Go Pass cost per ride factors – requested by Chair, Brian Shaw on 6/19/19

- San Mateo County Climate Action Plan – requested by Member Rosalind Kutler on 10/16/19
- MTC Means-Based Discount Fare program update
- Caltrain connections with other agencies – requested by Member Rosalind Kutler on 12/18/19
- Update on grade crossing pilot six months after installation – requested by Member, Patrick Flautt on 12/18/19
- Summary video of the CAC meetings by the Social Media Officer – requested by Chair, Brian Shaw on 12/18/19
- Operating Costs – requested by Member Adrian Brandt on 2/13/20
- Rail Corridor Use Policy – requested by Member Anna Dagum on 10/21/20
- South San Francisco
- Overview of COVID19 train schedule
- Industry Safe Functionality
- Regional Fare Integration Task Force – requested by Member David Tuzman on 6/1/21

DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:

July 21, 2021 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 8:28 pm

Caltrain CAC resolution

Distance-based fares

Approved unanimously on June 16, 2021

WHEREAS, passenger rail service on the modernizing Caltrain rail line dates back to its steam train era construction in 1863, and is the oldest continuously operating service of its kind west of the Mississippi;

WHEREAS, Caltrain still uses a historic fare zone-based tariff dating back to the last century and which was designed to help speed and simplify the job of Southern Pacific Railroad (SPRR) conductors who sold tickets on board in all-cash transactions based on memorized fares;

WHEREAS, until the 1998 installation of state-of-the-art automated ticket vending machines (TVMs), all Caltrain tickets were still sold by on-board conductors and station agents based on SPRR's zone-based tariff in which riders must pay for each entire fare zone entered, no matter how slightly;

WHEREAS, the current tariff is so inequitable that it results in some very short 1- or 2-stop rides (e.g. from Redwood City to Menlo Park or Palo Alto) that happen to cross a zone boundary to cost the same as a long 13-stop ride (to San Francisco), and actually cost more than an 8-stop ride (to Millbrae) from the same station going in the opposite direction, thereby discouraging an unknowably large segment of potential Caltrain riders who would otherwise to make short or medium-length trips or commutes that just happen to cross into and/or out of a zone boundary by one or two stations;

WHEREAS, while some price-sensitive riders simply choose not to ride, numerous others have for many years told or written of going well out of their way to travel to and from more distant and otherwise less convenient stations solely to avoid the inequitably large "fare penalty" of crossing into or out of an additional fare zone by only one or two stations;

WHEREAS, despite calls by rider-advocates and some board members for equitable distance-based fares enabled by TVM-based ticket sales during a 2003 fare study, Caltrain staff instead urged keeping the zone system, but decreased zones from 9 to 6 by lengthening them to approximately 13 miles each, thereby worsening inequities caused by longer zones ... but staff reassured disappointed advocates that an equitable distance-based fare scheme would be "looked at" the next time fares were revisited;

WHEREAS, the simplification rationale for moving to a reduced number of longer 13-mile zones instead of equitable distance-based fares disappeared ever since all ticket sales were shifted to TVMs and Clipper following the end of on-board ticket sales beginning with the 2003 switchover to proof-of-payment (POP) self-ticketing;

WHEREAS, equitable distance-based station-to-station fares 1) will ensure that all riders pay the same fares for the same ticket types for the same distances traveled, 2) will make more intuitive sense, and be conceptually easier for new riders to learn and understand using origin & destination station names instead of arbitrary fare zones, 3) would be automatically and effortlessly calculated by TVMs, phone apps, web pages for all paper- or Clipper-based ticket types, 4) and as BART has done for 50 years, can also be published and/or printed as an origin-destination station table, and 5) can easily be queried with web- or app-based “fare calculators” in which the correct fare is displayed for any origin, destination, and ticket type;

WHEREAS, such a fare scheme is also compatible with unlimited time-based passes (e.g. 24-hour or calendar day, weekend, 7-day or calendar week, 30-day or calendar month, annual or GoPass), multi-ride passes, single-use station-to-station pass upgrades, discounted youth/disabled/senior fares, etc., as well as with pay-as-you-go “Clipper cash” and/or with fare accumulator & capping features. Distance-based fares typically consist of a base fare plus a distance-based component, while still allowing for possible future station-specific surcharges. A transition to distance-based fares can be ridership and fare revenue-neutral, -positive, or -negative, depending on how the base and distance-based fare components are initially priced;

WHEREAS, due to the effects of COVID-19 pandemic, including suffering one of the deepest and slowest-to-recover ridership & revenue losses among all North American transit systems, and consistent with the goals envisioned in the board-adopted 2040 Business Plan, it is now more critical than at any time in Caltrain's history to expeditiously take all reasonable steps possible to maximize the appeal, equity and ease of use of the Caltrain service and its fares to a broader, new set of riders comprised of a wider socio-economic and demographic spectrum of people and trip types more typical of a regional transit rail system as well as to returning “choice” riders that had disproportionately comprised Caltrain's ridership under the pre-pandemic peak-period-focused service model more typical of “commuter rail.”

NOW THEREFORE, BE IT RESOLVED: that unless and until there is a regional tariff that Caltrain elects or is required to adopt, that it now develop and propose an equitable distance-based station-to-station fare tariff along with a transition implementation & deployment plan to be presented to its Citizens Advisory Committee for review and constructive feedback before its formal presentation at a public hearing and before its formal presentation to the Board for review and potential approval and adoption.