

**BICYCLE ADVISORY COMMITTEE (BAC)
SAN MATEO COUNTY TRANSIT DISTRICT ADMINISTRATIVE BUILDING
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070**

MINUTES OF SEPTEMBER 19, 2019

MEMBERS PRESENT: J. Alba, C. Bargar, J. Malmo-Laycock, M. Munowitch, N. Rodia, O. Semonin

STAFF PRESENT: C. Harvey, L. Low, S. Petty, D. Provence

Chair Bargar called the meeting to order at 5:48 p.m. and led the Pledge of Allegiance.

PUBLIC COMMENT

None.

APPROVAL OF MINUTES OF MAY 16, 2019

Motion/Second: J. Alba/N. Rodia

Ayes: J. Alba, C. Bargar, J. Malmo-Laycock, M. Munowitch, N. Rodia

Abstain: O. Semonin

INTRODUCTION OF NEW MEMBERS

The members welcomed Octavi Semonin, the San Francisco General Public Representative.

ELECTION OF VICE CHAIR

Chair Bargar nominated Ms. Alba for Vice Chair.

Motion/Second: C. Bargar/(N. Rodia)

Ayes: J. Alba, C. Bargar, J. Malmo-Laycock, M. Munowitch, N. Rodia, O. Semonin

CALTRAIN BUSINESS PLAN

Sebastian Petty, Director of Caltrain Policy Development, presented:

- What is the Caltrain Business Plan
- Weighing Caltrain's Choices
- Staff Recommendation

Ms. Munowitch asked about the ridership analysis.

Mr. Petty said they use the regional travel demand model that starts with regional land use projections and includes a range of planned and approved transportation projects; then, they overlay the improvements and look at a load factor of 135% of seated capacity.

Vice Chair Alba thanked Mr. Petty for his work and asked how the Business Plan's first/last mile work and connections to other modes of transportation align with the bike parking and micromobility study.

Mr. Petty said the Business Plan's first/last mile planning will be high level, looking at what does it mean to carry three times as many riders. If they start looking at 10 years, the work starts to line up more. He affirmed the two efforts would be in communication.

Vice Chair Alba asked if parking structure costs are included in the station improvement bucket.

Mr. Petty said they included substantial costs and wanted to be able to characterize costs per rider which was done through cost of additional parking spaces. He noted this should not be taken as a policy direction as it's just a way to quantify cost, and they wanted to be sure to include numbers indicating a substantial need for investment.

Vice Chair Alba said providing a parking space in a parking structure is probably one of the costliest ways of getting an individual to a station, noting that whatever can be done to make sure people get to the station by other modes than driving could create a lower rate per individual, and that original budget could then be used for another purpose.

Mr. Petty said he thought that's consistent with the direction they're going.

Chair Bargar asked what are considered public health benefits.

Mr. Petty said it is avoided deaths, and also assumptions such as people are getting more activity due to accessing the train by an active mode, and that the methodology is consistent with how these analyses are done for federal grants.

Chair Bargar asked if it projects that the air might be cleaner.

Mr. Petty said they have some projections not highlighted here that were done as part of the California Air Resources Board model. He noted the one they reported was the greenhouse gas projections.

Chair Bargar asked if the Monterey Salinas Transit was a consideration.

Mr. Petty said it was a consideration but not a commitment. He noted they have been approached as a potential operator that could extend the service past Gilroy, but there is a real due diligence process that would have to go through the Board before any commitment would be made.

Chair Bargar asked how possible passage of the FASTER ballot measure would impact funding.

Mr. Petty said that while something like FASTER would make this more feasible and real, implementation of the Business Plan is not a single project, but a program of projects

and growth and so inherently the funding will need to come from a lot of different sources.

Chair Bargar asked if that was the case even for the moderate option.

Mr. Petty said when they talked about investments they took a big tent approach, including all the projects their partners want to do. He noted that after the plan there will need to be discussions about how different investments are phased.

Chair Bargar asked if they've thought what the actual schedule might look like in 2021.

Mr. Petty said once the big picture end state is established and they know where they're at today, they can start to determine how the lines connect. He noted that when they look at the different concepts they'll need to discuss the different benefits as there may be trade-offs, so the hope is to lay out some options and have a conversation to begin framing that process.

Chair Bargar asked how the session on the train went the previous week.

Mr. Petty said he was not there but Ms. Fromson who has been handling the outreach said it went well.

Chair Bargar said it was an innovative way to engage the public and that he'd like to see more of that from Caltrain and other agencies.

Ms. Low said that form of outreach was one of their intern's ideas.

Mr. Semonin noted that in the moderate and high growth scenarios there were lower fare box recovery ratios and asked what was driving that.

Mr. Petty noted these are all inherently estimates, but the fare box recovery ratios between the low 70s to low 80s is similar to today. He said in the baseline they had the highest fare box recovery ratio which is a function of the trains being extremely full and widely utilized.

Mr. Petty noted the efficiency of the system now with good utilization on the corridor in both directions, which is a unique circumstance, and that Caltrain produces a lot of riders and train miles for relatively few employees in a country where both fare box recoveries and ridership is falling. Mr. Petty said the dollar values are big, and so in some ways it needs to be managed like a business system, even if it's a business system that's being managed for a public benefit.

Mr. Semonin asked for an example of a decision that might be avoided so as not to preclude the high growth scenario.

Mr. Petty said some examples are in relation to how planning occurs around sensitive areas, such as changes to the terminals and maintenance facilities; decisions around Caltrain land as they don't want to sell or permanently encumber land masses that

might be needed for expanding the railroad; and making sure grade separations are designed in a way that doesn't make growth impossible in the future.

Mr. Semonin asked in the long-range vision do they see more, less, or the same number of bikes onboard the train.

Mr. Petty said the perspective he could provide from doing this work is that increasing rail capacity is extremely expensive and really hard to do, and so they have to put a cost on what it takes to expand the number and length of trains, this means they have to be very careful about how they allocate space onboard the train. Mr. Petty noted that in that context they have to really think about the extent to which they are using trains for anything other than conveying human bodies; although they absolutely want to maintain, and potentially grow depending on the analysis, the level of bike ridership and active transportation modes coming to the system. Mr. Petty said they'll need to think about what kind of investments are required if they want people accessing the station by active modes, and if they're thinking at a scale of 180,000 people that's a serious conversation that drives big implications for what the business of the railroad is and how they think about investments.

Mr. Semonin said it's useful to think about why so many people put their bikes on the train today, and how the Peninsula will be structured in 30 years. He noted a lot of work needs to be done on micromobility.

Vice Chair Alba said in the Business Plan booklet mode of access is listed as 32% walk, 17% bike, 17% take transit, 17% drop off and 17% park.

Mr. Petty said at a system-wide level.

Vice Chair Alba noted in San Francisco more people may access the station through other modes than driving.

Mr. Petty said even when San Francisco is netted out, it's still a lot more multimodal than people might suspect.

Vice Chair Alba said 75% of the trips are shorter than two miles to get to and from the station and so continuing to keep the parking supply as small as possible and improve all other modes of access should be embraced.

Mr. Brazil asked what factors and considerations, such as politics, funding scenarios, public support, went into arriving at the moderate growth scenario recommendation.

Mr. Petty said all those factors went into the decision. He noted that the ridership projections made it clear that the baseline scenario would not get them to a place where they're beginning to serve the demand, and the type of service provided in that scenario is challenging for customers.

Mr. Petty said politics and community impacts are a factor, as well as the economics and costs. He noted the costs are significantly higher for the high growth scenario and

much of that is really costs to run the rails, whereas the costs in the moderate scenario could be split among different beneficiaries and users. He also noted that if the region were to be truly ready to make a huge commitment and investment in transit infrastructure such as a second transbay crossing that was standard gauge rail, it might begin to tip the equation, but those are conversations beyond Caltrain, so the recommendation was not to preclude, but to have more of a holding pattern while the rest of the region has those conversations.

Mr. Brazil said he hoped the vision could move toward “long-term planning for” instead of “not to preclude.”

Mr. Brazil asked if there was any Business Plan modeling about the kind of opportunity costs of and potential value capture of all the existing parking.

Mr. Petty said some of the work is tied up in the first/last mile and funding discussions. Mr. Petty noted that Caltrain does not have massive land holdings around the stations—with Diridon as the exception, not the rule—and if there’s a site for possible development it may be where future rail infrastructure might be needed. Mr. Petty said they’re currently doing that analysis, but he wanted to set appropriate expectations.

Mr. Brazil asked if there was a GHG time horizon on slide 26.

Mr. Petty said it’s cumulative from 2022 through 2070, which was the horizon for some long-term benefits.

Mr. Brail asked about the time horizon regarding property value.

Mr. Petty said that would be at a valuation at the year 2040.

BIKE IMPROVEMENTS AT STATIONS UPDATE

Dan Provence, Principal Planner, Station Access, presented:

- E-Lockers at Diridon (8)
- SF Townsend Project & 5th Street Project

Ms. Alba said the Bay Wheels pick up and drop off at the Caltrain Station has worked well and the Bay Wheels crew have been friendly and service minded.

Mr. Provence said there are more plans for 4th & King Station once Townsend construction wraps up.

Ms. Alba asked if there are any bike improvements at stations that will occur on the Peninsula in the next few months.

Mr. Provence said during the Hillsdale Station temporary closure that station’s trains will service Belmont, so improving bike parking there is a top priority. He noted there are other stations in the works and he’s working through the procurement process for more e-lockers.

CHAIRPERSON'S REPORT

- 2019 Work Plan

Chair Bargar said over the course of this year the BAC wrote several letters to other agencies and cities that have planning efforts related to Caltrain. He noted letters need to be agendized in advance of the meeting.

Vice Chair Alba asked if they could get a Business Plan station access update in November.

Ms. Low said she would find out when the Business Plan could return with an emphasis on mode share.

Mr. Brazil noted how full the November agenda was, and suggested moving certain items to another date if they weren't urgent. He noted a Diridon item might take substantial time.

Ms. Low said she will check with staff to determine the best timing for items and will work with the chair and vice chair on the schedule and agenda.

STAFF REPORT

Ms. Low, Government & Community Affairs Officer, presented:

- a. Bike Bump Report YTD 2019
- b. Project 529 Update
- c. Improvements to the Bike Bump Form
- d. Bikes Board First
- e. SVBC Dinner on October 12, 2019
- f. Fall Timetable Change (goes into effect on October 7, 2019)
- g. San Mateo County BAC recruitment

Vice Chair Alba explained the name Project 529 comes from the work hours 5:00 to 9:00.

Dan Provence, Principal Planner, Station Access gave an update on the Bike Parking & Micromobility Study.

Mr. Brazil asked about the budget and schedule.

Mr. Provence said the budget is approximately \$400,000 which will allow for robust outreach to different cities. He noted a policy would probably go to the board in the spring, and the study will wrap up in October 2020.

Mr. Brazil asked if the study would address last mile connections and look at what facilities cities are planning into the stations.

Mr. Provence said he's been offering feedback to cities who are updating their bike plans. He noted that the streets are not part of Caltrain's jurisdiction; however, he is working to encourage high quality facilities.

Ms. Rodia left at 7:15 p.m.

Mr. Brazil asked if the consultants could add a column next to each city to denote if they have a bike plan, and what is being recommended. He noted that Caltrain may not have the resources to analyze everything, but this could at least create a reference point.

Ms. Malmo-Laycock said that CCAG is kicking off the county-wide bike plan for San Mateo County. She noted it's a good resource and could help avoid duplication of efforts. She offered to put Mr. Provence in touch with their bike coordinator.

WRITTEN CORRESPONDENCE

Chair Bargar thanked Ms. Low for sending out responses.

COMMITTEE REQUESTS

Chair Bargar introduced the SafeLanes.org bike app which allows an individual to upload photos of vehicles blocking bike lanes.

DATE, TIME AND LOCATION OF NEXT MEETING

Next BAC meeting on November 21, 2019 at the 4th Floor Dining Room in San Carlos.

Meeting adjourned at 7:20 p.m.