

**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 OCTOBER 16, 2019

MEMBERS PRESENT: A. Brandt, A. Dagum, L. Klein, R. Kutler, R. Valenciana (Vice Chair), B. Shaw (Chair)

MEMBERS ABSENT: M. Romo, P. Leung

STAFF PRESENT: C. David, C. Kwok, B. Tietjen, J. Navarrete, J. Navarro

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

APPROVAL OF MINUTES OF SEPTEMBER 18, 2019

Chair Brian Shaw stated that the minutes need to be amended to include the vote to recommend a change to the bylaws, to the Board, of appointing an alternate to serve from each county. He also stated that there was language to be brought back to this committee by the General Counsel's Office for final review to be presented to the Board.

Member Adrian Brandt stated that at the top of page five it should read, not all deaths are deterministic. He also stated that under committee comments on page six there are two corrections; the first should read, Adrian suggested crossing gates across the tracks that stay down until a train approaches... and the second correction should read, Member Brandt also asked about the delay with electrification due to the constant warning time solution for the crossing gates...

The Meeting Minutes for September 18th were amended.

The amended draft of Meeting Minutes for September 18th was approved.

Motion/Second: Klein, Valenciana

Ayes: Brandt, Dagum, Kutler, Shaw

Absent: Romo, Leung

PUBLIC COMMENT

Jeff Carter, Millbrae, requested the audio recordings of the Citizens Advisory Committee Meetings be made available on the website without having to ask for it through a PRA.

CHAIRPERSON'S REPORT

Chair Shaw advised that he will not attend next month's Board meeting and that Vice Chair Valenciana will attend in his absence. (The November JPB meeting was subsequently cancelled.)

COMMITTEE COMMENTS

Member Adrian Brandt stated that there is a developer that wants to redevelop Sequoia station in Redwood City and is willing to provide Caltrain the space to build a greatly needed, four track station there. Member Brandt also stated that simultaneously, the city of Redwood City is embarking on a city wide grade separation study entitled the Whipple Grade Separation study. He also shared that there was a Community Meeting with the Dumbarton Corridor Cross Bay Transit Partners and that there was discussion about pursuing the Dumbarton Corridor Reactivation. Lastly, Member Brandt stated that he attended a meeting discussing the recent removal and possible relocation of the set-out track in San Mateo. He stated that due to the tracks being elevated, the 25th Ave. Grade Separation Project has required that the existing set-out track be moved to Hayward Park and that the neighbors feel that they were inadequately informed about the move. Member Brandt stated that San Mateo City Council will have a special study session on this topic. He stated that Caltrain staff has considered twenty-five other locations and that there are only two possible locations for these set-out tracks. It is an ongoing issue that has yet to be resolved.

Member Kutler requested to add a future Agenda item. She would like to discuss the impact on riders due to the severe weather changes, climate change. She would like to discuss mitigation options under the San Mateo County Climate Action Plan and also look at other transit agency climate change solutions. Chair Shaw advised that it will be added to the list of items for staff review and may take a few months.

Chair Shaw advised that there is a Faster Bay Area ballot measure for the upcoming election for 2020 and that there are several town halls taking place next week at MTC, in San Francisco and San Mateo Counties and encouraged the public to attend if they would like further details regarding the Faster Bay Area proposal and that meeting location, dates and times can be found online under Faster Bay Area Transportation.

Public Comment:

Roland, Redwood City, commented on Redwood City projects and proposed that there be a High Speed Rail Station at Redwood junction with six tracks and two platforms. He then commented on Dumbarton project and stated that five years ago the project had \$380M, however due to a budget gap of over \$400M, the project did not go anywhere and the funds were instead used for BART rail cars, the Warm Springs extension and Samtrans express buses. He then stated that there is now a new project with \$2B in funding linking Union City to Redwood City via a brand new bridge, parallel to the existing bridge at the same height. Lastly he stated that both the Faster Bay Area

measure and the Caltrain 1/8 cent proposed tax increase cannot be on the same ballot or both will fail.

Jeff Carter, Millbrae, stated that four tracks at Redwood City and additional stations are very important in order for the high and moderate growth scenarios to work.

GRADE CROSSING HAZARD ANALYSIS / CAMERA SYSTEM

Joe Navarro, Deputy Chief, Rail Operations, presented Grade Crossing Hazard Analysis to the committee.

The full PowerPoint presentation can be found on caltrain.com

Committee Comments:

Member Adrian Brandt stated that this is an important issue as trains can derail as it happened at Metrolink in the Oxnard area. He said that staff and citizens of the public need to urge the CPUC to provide attention to this matter as it affects all properties, not just Caltrain.

Vice Chair Valenciana asked how long does it typically take to clear the tracks? Mr. Navarro responded that it depends on how far the car has made it down the tracks.

Member Brandt suggested a pilot program at a few crossings where the gates work in reverse and placed at either side of the crossing where they stay up until a train comes and drop down when the train approaches as a visible barrier.

Member Klein mentioned that some measures have been taken in Redwood City about a year ago, and asked whether those efforts have been made at other locations. Mr. Navarro stated that there were pavement markers four to five inches high installed and did not prevent vehicles from driving on the tracks.

Chair Shaw referred to pages four and five and asked what is the criteria for prioritizing crossing improvements. Mr. Navarro responded that there are many factors from High Speed Rail, electric train acceleration speed, FRA considerations, funding and future median installments. The list of crossings, to be improved, is a proactive approach.

Member Klein requested the data from the study with the statistics on which intersections have had the most incidents. Mr. Navarro said that he would provide the report.

Public comment:

Roland, San Jose, referred to slide three and stated that painting the crossing red does not work because when it is raining at night, it is not visible. He stated that in the UK there are diagonal grid markers protruding from the surface florescent yellow in color that catches the light which makes it visible to drivers. Roland said the High Speed Rail

will take care of vehicles on the tracks problem. Roland said that he will send this information to staff.

Andy Chow, Redwood City, suggested putting detectors on the pavement and/or grooves on the pavement so that when cars turn on the tracks they notice before hitting the ballast. This will also notify Caltrain of an intrusion. He also suggested putting flashing lights once the car has been detected so that the driver is made aware.

Doug DeLong, Mountain View, stated that the list of hazard scenarios is not complete. He stated that nationally 30% of the collisions are made up of vehicles running into the side of the train and that not all vehicles on the tracks involve road crossings. Regarding navigation systems, he suggested to file class action lawsuits for gross negligence against all of the GPS suppliers for failing to use the publicly disclosed grade crossing database that the DOT maintains to provide warning on the screens when approaching a grade crossing.

Jeff Carter, Millbrae, asked whether it is possible to put spikes at the tracks to damage the tires on vehicles to prevent them from going further onto the tracks and to place a sensor to notify Caltrain of these incidents. He also asked whether flashing lights can be embedded in the roadway to warn people of railroad crossings. Lastly, he stated that the GPS applications should indicate railroad crossing locations.

TVM UPGRADE UPDATE

Christiane Kwok, Manager, Fare Program Operations, presented the TVM Upgrade Update to the committee.

The full PowerPoint presentation can be found on caltrain.com

Mr. Navarro offered the committee and the public a tour of the TVM prototypes. Chair Shaw suggested for the tour to take place after the meeting has been adjourned.

Public Comment:

Andy Chow is looking forward to the Clipper functionality with the TVM upgrades and hopes that there is more to come with the new mobile technology.

Jeff Carter, Millbrae, appreciate the report and the efforts to upgrade the TVMs. He asked whether the TVM upgrades have the potential to support station to station based fare pricing.

Committee Comments:

Member Adrian Brandt stated that he has a lot of very detailed comments to share and that he would like to share his comments at a later time.

Chair Brian Shaw asked whether the TVM upgrade will support a point to point fare concept as proposed by Jeff Carter, member of the public. Ms. Kwok stated that there

would first need to be a change to the fare structure and Chair Shaw clarified whether the functionality is available and Mr. Navarro stated that it would be possible with a software upgrade. Chair Shaw then asked whether there were focus group or user group testing with the new TVM upgrades. Member Kutler suggested having a non-English speaking user group testing. Chair Shaw also asked whether the new TVMs will be able to recognize monthly parking eligibility with Go Passes riders on Clipper. Ms. Kwok confirmed.

STAFF REPORT UPDATE

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

On-time Performance (OTP)

- **September:** The September 2019 OTP was 93% compared to 92.6% for September 2018.
 - **Vehicle on Tracks** – There were six days, September 6, 8, 9, 19, 20 and 21, with a vehicle on the tracks that caused train delays.
 - **Mechanical Delays** – In September 2019 there were 620 minutes of delay due to mechanical issues compared to 1514 minutes in September 2018.
 - **Trespasser Strikes** – There were two trespasser strikes on September 5 and 24, resulting in fatalities.
- **August:** The August 2019 OTP was 93.9% compared to 93% for August 2018.
 - **Trespasser Strikes** – There were two trespasser strikes on August 10 and 29, resulting in fatalities.

Chase Center Grand Opening:

Caltrain is proud to serve the new Chase Center, the new home of the Golden State Warriors and San Francisco's newest event and concert venue. On Sunday, September 8, Metallica and the San Francisco Symphony kicked off the Chase Center's grand opening concerts celebrating the 20-year anniversary of their historic joint performance of the band's 1999 S&M album.

Over the past year Caltrain has participated in various coordination meetings with the Chase Center, the City of San Francisco and other Bay Area transit agencies serving the Chase Center to help coordinate and promote public transit to get to the Chase Center as parking at the arena and in the Mission Bay is extremely limited. Caltrain will be providing regular service to and from most events, including Warriors home games, and is working closely with the Chase Center to identify and address service gaps for special events. As a pilot, Caltrain provided one post-event train for two Sunday evening concerts on September 8 (Metallica & SF Symphony) and September 15 (Elton

John). To inform future service planning decisions, Caltrain has been tracking and monitoring Chase Center post-event ridership counts at San Francisco station.

For more information about Caltrain service to Chase Center, visit:
www.caltrain.com/chasecenter

Public comment:
None

Committee comment:
None

JPB CAC Work Plan

November 20, 2019

- 529 Update
- Conductor Notification / Communication Device
- Train Uniforms

December 18, 2019

- MTC Means-Based Discount Fare program update
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Items to be scheduled

- 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
- Go Pass cost per ride factors – requested by Chair, Brian Shaw on 6/19/19
- JPB Operating & Capital Budgets FY2021 – to be scheduled for May 2020

DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:

November 20, 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 8:08 pm