

**CITIZENS ADVISORY COMMITTEE (CAC)  
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)  
SAN MATEO COUNTY TRANSIT DISTRICT ADMINISTRATIVE BUILDING  
Bacciocco Auditorium, 2<sup>nd</sup> Floor  
1250 San Carlos Avenue, San Carlos CA 94070**

**MINUTES OF AUGUST 16, 2023**

**MEMBERS PRESENT:** A. Brandt, L. Klein, R. Kutler, P. Leung, S. Seebart, D. Tuzman (Vice Chair), B. Shaw (Chair), R. Jaques (Alternate), P. Joshi (Alternate), M. Pagee (Alternate)

**MEMBERS ABSENT:** JP. Torres

**STAFF PRESENT:** A. Acenas, R. Bartholomew, T. Burgwyn, J. Hogan, M. Tseng

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

**RE-APPOINTMENT OF CAC MEMBERS**

- Brian Shaw, San Francisco County
- Rob Jaques (Alternate), San Francisco County

Chair Shaw announced the reappointment of two San Francisco County members and others still needed appointment or reappointment.

**CONSIDERATION OF REQUESTS, IF ANY, OF MEMBERS TO PARTICIPATE REMOTELY DUE TO EMERGENCY CIRCUMSTANCES**

There were none.

**APPROVAL OF MINUTES OF JULY 19, 2023**

Motion/Second: Kutler/Klein

Ayes: Brandt, Klein, Kutler, Leung, Seebart, Tuzman, Shaw, Jaques, Joshi, Pagee

Abstain: None

Absent: Torres

**PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA**

Jeff Carter commented on being late to the meeting because train 126 was late. He mentioned that the open house for the new trains was a spectacular event with over 4,400 RSVPs.

**CHAIRPERSON'S REPORT**

Chair Shaw noted items on the work plan.

**COMMITTEE COMMENTS**

Member Leung complimented the open house event and looked forward to more of these events. John Hogan, Chief Operating Officer, announced the next event is scheduled on September 23<sup>rd</sup> in San Francisco.

Member Tuzman commented on disappointment in the delay in appointing new members, new retail businesses opened near San Carlos station, friend's trip experience on August 8<sup>th</sup> at San

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Mateo station that had arrival board sign errors, interest in a presentation on video content information displays, and the electric train dry run miles were 10,000 miles.

Mr. Hogan clarified that every train set has to have 1,000 miles per FRA (Federal Railroad Administration) regulation to be put into service.

Member Brandt commented on weekday ridership being up 28.8 percent in July, but total was 29.4 percent and the need to continue tracking ridership metrics; long downed gate times since crossing circuits were installed at Whipple Avenue crossing; two fatal pedestrian strikes since the last meeting and recommended three-digit numbers to call or text be added to suicide hotline signs; trespasser strike in tunnel four that required train shut off. Passengers were stuck in the train for four hours.

Mr. Hogan explained how the train was not fully shut down, which drained the train's battery. Then another incident occurred that involved the South San Francisco Police and caused additional delays.

Member Jaques noted that the Millbrae Station signs for previous weekend shutdowns were still posted as if still active and they should be replaced with the correct weekend shutdown signs.

Member Kutler thanked staff for making the weekend shutdowns work. She said wayfinding can be challenging especially when transferring and having printed temporary schedules works.

Member Joshi commented on better communication about shutdowns during the Outside Lands Music Festival.

Member Seebart commented on his experience riding the 505 from San Jose, which was full with no air conditioning in his train car and air conditioning would be a good idea to be a part of emergency maintenance.

Chair Shaw disclosed being asked to sign a letter of support for the TJPA (Transbay Joint Powers Authority) mega application, which is a Federal grant program, and indicated his position on the JPB CAC. He also commented on noise from the PA (public address) system at Redwood City station.

Member Brandt commented on the correspondence regarding the volume for the new Clipper terminals for visually impaired riders.

Mr. Hogan noted staff is working with the community to look into appropriate volume for the terminals.

### Public comment

Doug Delong, Mountain View resident, commented on San Mateo station visual messaging signs malfunctioning or are disabled, weekend shut down signs hanging down for several weeks and the need for clean-up.

Jeff Carter appreciated the marketing for the open house event, suggested an evacuation plan to get people out of the tunnel, and noticed the Millbrae station's PA system sounding weird.

Due to technical difficulties, the Committee was unable to hear Dan Morae's comments. Ms. Tseng advised Mr. Morae to email his comment to the Committee.

### **FALL 2023 SCHEDULE CHANGE**

Theodore Burgwyn, Director of Rail Network and Operations Planning, provided the presentation, which included the following:

- BART (Bay Area Rapid Transit) to change its weekday and weekend schedules on all its lines system-wide. Millbrae service will improve on weekends, but will be reduced on weekdays
- The tracks between Gilroy and Tamien are owned by Union Pacific Railroad (UP), which limits the amount of service provided
- All trains will be scheduled 2 minutes earlier

The Committee members had a discussion and staff provided further clarification in response to the following Committee comments and questions regarding the following:

- Timing with SFO (San Francisco International Airport)
- Ongoing discussions with UP regarding more service or long-term plans as part of the electrification update
- Survey results projected ridership increase

### Public comment

Jeff Carter commented on no trains in the middle of the day with Gilroy service and limiting potential ridership; poorly designed Millbrae station with stairs, no ramps, and slow elevators; have schedule to show transfer connections.

Mr. Hogan commented on the downed visual messaging signs, discussion with approximately 100 people at the open house with about 75 being under the age of 30 mentioning frequency of trains would increase ridership.

### **BURLINGAME BROADWAY GRADE SEPARATION PROJECT**

Alexander Acenas, Senior Project Manager, provided the presentation, which included current and potential views of the existing area and conditions.

The Committee members had a discussion and staff provided further clarification in response to the following Committee comments and questions regarding the following:

- 15.5 feet clearance under Broadway to the tracks
- Platform furnished with standard shelters and the need for shaded shelters
- Cost estimates were from December 2020 at 65 percent design and will continue to change as the design is refined
- Close Broadway while the grade separation project is underway and how service is kept running
- Rendering showed multi-modal pedestrian bike lanes along California Drive and connections underneath Broadway bridge connected to other side of Caroline Street

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- Multi-use path connects to the future plans for North of Broadway and extends about 300 feet North of Broadway
- Plans to maintain parking to support the use of station and lighting on platform

#### Public comment

Jeff Carter commented on ridership at Broadway, Burlingame, and Atherton stations; interested in hearing more about multi-use path; and possible expansion to four tracks after completion, which will allow mix use of local and express trains.

Doug DeLong opined that the project may result in demise of some local businesses.

#### **WHISTLE MICS**

John Hogan, Chief Operating Officer noted that the presentation was provided at the last meeting and introduced Rick Bartholomew, Engineering Manager, who provided further clarification, which included the following:

- Currently still single-tracking due to Balfour Beatty working on the tracks with completion anticipated next weekend
- Process when reports of abnormal downed gate times are received
- Only Burlingame station has bi-directional whistle mics
- Cross activation is to track trains coming through crossings; the intent of system is to always drop the gates when trains approach and is an interim situation until a more permanent modern solution can be implemented when fully electric

#### Public comment

Doug DeLong commented on the need to better inform the public. He commented on the experience at Mountain View station with gate activations due to train movement so whistle mic did not override the timeout.

#### **STAFF REPORT**

- What Caltrain can do to avoid flooding (verbal) - Mr. Hogan reported not many flooding issues. Standard Operating Procedures (SOP) developed and within 24 hours of predicted rain, will ensure pumps are working. He noted that underpass maintenance is the responsibility of the cities and towns in which they are located.

Member Kutler commented that Bayshore station was required to dig out tracks in 2023. Mr. Hogan clarified that there was no flooding that delayed trains.

- Non-service animals on Caltrain with a travel carrier (verbal) - Mr. Hogan reported speaking with Legal Counsel and the recommendation to not allow non-service animals for liability reasons.

Member Tuzman mentioned that all other transit agencies have clear language and policy allowing pets in carriers.

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Member Brandt Adrian commented on whether there was a distinction of carrier versus leash and mentioned BART allowing in carriers.

Member Brandt commented on the disappointing number of flat spots on trains hammering loudly on tracks. Mr. Hogan stated there were no reports from crews and maintenance staff to check for flat spots, but maintenance is dependent upon the condemnable rate.

Member Brandt commented on station issues, such as cockroaches at platforms.

Member Kutler thanked Frank and Grossman Landscape Contractors for steam cleaning the platforms.

- a) Customer Experience Task Force Update - Mr. Hogan commented that the information was in the agenda packet.
- b) JPB CAC Work Plan Update - Mr. Hogan commented the information was in the agenda packet.

Member Jaques commented on having \$350 billion for grade separations for CalSTA (California State Transportation Agency) and a list of stations that included Burlingame.

Member Brandt commented on quad gates at San Mateo crossings, but not at Churchill. Mr. Hogan stated he will discuss with Capital Projects to determine why all crossings do not have quad gates.

### **DATE, TIME, AND PLACE OF NEXT MEETING**

September 20, 2023 at 5:40 p.m., via Zoom teleconference or at the Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.

### **ADJOURNMENT**

Meeting adjourned at 8:31 pm.