

**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 SEPTEMBER 20, 2023

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

MEMBERS REMOTE: P. Joshi (Alternate)

MEMBERS ABSENT: L. Klein, JP. Torres

STAFF PRESENT: T. Burgwyn, M. Jones, C. Kwok, D. Lieberman, S. Tang (San Mateo County Health), M. Tseng

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

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

Consideration for Member Joshi was approved.

APPROVAL OF MINUTES OF MAY 17, 2023

Motion/Second: Leung/Tuzman

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

Abstain: None

Absent: Klein, Torres

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Jeff Carter commented on whether there is a policy for scooters on train as he has recently seen more scooters being used and taking up space in the bike car.

CHAIRPERSON'S REPORT

Chair Shaw postponed item 9 to next month to make sure there would be enough time for the report and presentation. He noted that John Hogan, Chief Operating Officer, was not able to attend the meeting possibly dealing with electrification out of town. For next month, they would look at modifying their bylaws to allow flexibility with agendas, such as moving committee comments after staff reports in case there is more to report. Staff is working on a resolution that will come next month for a vote to allow changes to the bylaws.

COMMITTEE COMMENTS

Member Tuzman commented on his personal experience traveling on Caltrain and BART (Bay Area Rapid Transit) on August 26th when there was a closure between Millbrae to San Francisco and on the southbound trip; his friend's email flagging Diridon Station signs were broken; illegible information on the website when using Apple products in dark mode; San Carlos Planning Commission took the electrification project into account and approved a 242 unit residential development with 15 percent affordable units half a mile away from the San Carlos Station.

Member Leung commented on how State law does not mandate car parking requirements anymore for multifamily developments when located half of a mile from transit and would like to see a higher percentage with lower AMI (area median income) requirements.

Member Brandt commented on the problem with the app's dark mode and referenced the Pride event schedule with every other line being illegible; analyzed ridership data and saw different numbers between the CAC packet and September 7th Board packet; and, expressed excitement about the proposed schedules released for electrification.

Member Kutler commented on wayfinding and ways to improve; requested a future staff report to address how air filters, cleanliness, and HVAC (heating, ventilation, and air conditioning) are being handled on trains with an uptick in COVID.

Chair Shaw commented on inconsistent ridership percentages in the report.

Member Brandt commented on having one sign showing all modes so people do not have to find specific signage for different transit agencies.

Public comment

Jeff Carter commented on experiences with transfer connections to and from BART at Millbrae Station and the need for better wayfinding.

RAIL SAFETY EDUCATION & SUICIDE PREVENTION

Dan Lieberman, Public Information Officer, provided the presentation, which included the following:

- Rail safety education provided to the public
- Transit police presence at high volume crossings and places to cite and educate drivers on what they should not be doing; there were 30 citations at Broadway in Burlingame yesterday, which is ranked one of the most dangerous rail crossings in the State
- Strikes close to our average this year; suicide prevention became a major priority in 2009 due to the cluster of suicides in Palo Alto

Sylvia Tang, San Mateo County Behavioral Health and Recovery Services, Office of Diversity and Equity, provided the presentation, which included the following:

- Suicide Prevention Committee (SPC) mission is to provide oversight and guidance around suicide prevention
- Partnership efforts supported by Caltrain to advance strategy, helping with data, sharing around incidents, outreach, and ongoing partnership meetings throughout the year

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

- Resources provided by the San Mateo County Behavioral Health and Recovery Services are helpful and better than using 911
- New 988 number resulted in huge uptick in call volumes as it is easier to use rather than the 10-digit number and urged that 988 number stickers to be placed on current signs
- All but one of the incidents provided in the data occurred after dark; recommended better lighting on the periphery of the crossing so that people can clearly see the tracks
- Almost all pedestrian deaths are suicides and recommended “indeterminate” as a report category rather than “TBD”
- Have a map showing where incidents are occurring to help prioritize assistance in those locations
- Types of resources, such as counseling, paid leave, and assistance provided to drivers; services are also offered to passengers or people at stations
- Need discussion for a plan to update 988 number on signs at fences between tracks at the end of platforms

Public comments

Jeff Carter expressed appreciation for safety and suicide efforts; commented on his personal experience at a crossing where he was rear-ended while driving; supported enforcement blitz especially at Broadway and Whipple; and the idea of automated enforcement is a great idea.

Doug Delong, Mountain View resident, commented on energized overhead lines; electrical safety relating to tracks; and missing impedance bond wiring down there near the Tamien station as a result of vandalism.

Adina Levin supported exploring automated enforcement in terms of driving onto the tracks; referenced pushback with red light cameras implementation; and speeding versus driving across tracks.

TRANSIT ORIENTED DEVELOPMENT OPPORTUNITIES - deferred to next month’s meeting

ELECTRIFIED SERVICE

Melissa Jones, Deputy Director of Policy Development, provided the presentation, which included the following:

- Completely new service schedule when service launches
- Portion of the corridor, San Francisco down to San Jose, is owned by Caltrain and service down to Gilroy is on Union Pacific-owned tracks and will remain diesel
- Technical analysis completed to create a draft service plan that forms a foundation for the goals that railroad can achieve
- Seeking waiver from FTA (Federal Transit Administration) to allow delay of further service expansion until ridership recovers

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

- Proposed weekday peak hour service concept to provide an all-electric service between San Jose and San Francisco and to feature an alternating local and express local and express trains to provide the best combination of speed and frequency
- Introducing a South County connector train to serve stations on the non-electrified Gilroy segment
- Offering connector service maximizes scheduling flexibility within the constraints imposed by Union Pacific Railroad through existing trackage rights agreement
- All Gilroy commuters will see a travel time savings due to shorter diesel consist
- All electric service on the mainline ensures that all customers experience the amenities of the new trains, including onboard electronic displays and automated announcements, plenty of power outlets, baby changing stations, and onboard Wi-Fi

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

- Inconsistent service communications – running the same number of trains, stopping at more stations, and being a little faster versus communication more trains would be run
- Consider options for South County and seeing rider number data per train for real impact
- In-depth information on waiver and implications
- Conversations with the State about not meeting requirements for greenhouse gas (GHG) reduction benefit calculation tied to EMU (electric multiple unit) versus diesel
- Running BEMU (battery electric multiple unit) to San Francisco would be mistake as it is a four-car train, but one is dedicated to batteries
- Confirmation that \$80 million grant included a charging facility at Gilroy
- New electrified service schedule may be too optimistic when there is high ridership, bike boarding, or wheelchair assistance needed
- Whether more capacity can be added, such as two Express B service and 20-minute headways; increased ridership with Gilroy service when that schedule goes into effect

- Timeline for weekend service plans
- Service expansion reasoning chart may be difficult to read for those who are color blind with grey or green colors and dots and shading are difficult to make out on the presentation
- Some people drive to stations to take express trains, better to have two Express B, and consider giving the community the opportunity to complete a survey based where they live
- Consider connectivity, access, and equity when creating schedules
- Adding the fourth train to Gilroy study had estimates for ridership increase, but were not included in report

Public comments

Jeff Carter commented on the promise of more trains and better service; noticed Broadway was not listed but was promised after electrification; would like to hear more on constraints in terminals and on tracks; level boarding would help with dwell time; and 25 feet above rail doors should be used per 50 feet level ramp.

Doug DeLong commented that having two flavors of express trains does not make sense.

Dylan Finch commented on service disruptions and delays and opined that riders will resort to driving if running similar service.

Adina Levin appreciated that the new electric service is doing better in terms of providing faster and more frequent service; commented on free and reduced priced transfers with electrification service rolling out; region working on a regional ballot measure and the State having a task force to determine better funding allocations.

STAFF REPORT

- a) Customer Experience Task Force Update
- b) JPB CAC Work Plan Update

Christiane Kwok, Rail Operations Manager, provided the report, which included the following information:

- On-time performance in August was 80 percent, a decrease from last year
- Delays due to four vehicles on the tracks causing a lot of delayed trains including trains terminated
- Five trespasser incidents and mechanical issues causing some challenge to recovering service for those days
- Service reminders: implementing new weekday schedule which will improve connection to BART on September 25th and starting the fourth Gilroy train and improving runtimes
- Upcoming weekend bus bridge: Phase 8 scheduled for October 7th to 8th and 14th to 15th from Millbrae to San Francisco and Phase 9 is October 21st to 22nd from Menlo Park to Millbrae; electrification event on Saturday September 23rd in San Francisco

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

- A couple of people survived the four trespasser strikes in that single month
- Excessive downed gate times inquiries and false activations reported and received via social media
- On-time performance at 80 percent due to difficulties with removal of vehicles on the tracks
- Times listed for vehicles stuck on tracks and majority occurring after dark
- Fare enforcement is not an effective system as large number of riders are not getting cited and getting away with riding without having a ticket

DATE, TIME, AND PLACE OF NEXT MEETING

October 18, 2023 at 5:40 p.m., via Zoom teleconference or at the Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.

Chair Shaw noted that amending the bylaws, Transit Oriented Development item and Brown Act training will be held in October meeting.

ADJOURNMENT

Meeting adjourned at 8:21 pm