

**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 DECEMBER 20, 2023

MEMBERS PRESENT: D. Albohm, A. Brandt, R. Kutler, A. Lohe, S. Seebart, JP. Torres, B. Shaw (Chair), R. Jaques (Alternate)

**MEMBERS VIA
TELECONFERENCE:** L. Klein

MEMBERS ABSENT: P. Leung, M. Pagee (Alternate), P. Joshi (Alternate)

STAFF PRESENT: N. Atchison, T. Burgwyn, J. Hogan, N. Steward-Crooks, B. Thompson, M. Tseng, V. Peers – Kimley-Horn

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

REPORT OF NOMINATING COMMITTEE

Election of the 2024 Chair & Vice Chair

Member Torres reported that the Nominating Committee recommended Brian Shaw for Chair and Adrian Brandt for Vice Chair.

Motion/Second: Kutler/Klein

Ayes: Albohm, Brandt, Klein, Kutler, Lohe, Seebart, Torres, Shaw

Noes: None

Absent: Leung

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

There were none.

APPROVAL OF MEETING MINUTES OF NOVEMBER 15, 2023

Member Brandt clarified that he was speaking about gate downed times when he spoke about the crossing gates being down too long.

Motion/Second as amended: Seebart/Brandt

Ayes: Albohm, Brandt, Klein, Lohe, Seebart, Torres, Shaw

Noes: None

Abstain: Kutler

Absent: Leung

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Jeff Carter commented that the SamTrans Board approved the lease of a building at the Gateway at Millbrae and hopes that Caltrain moves into the new building as well to reduce costs for both agencies.

CHAIRPERSON'S REPORT

Chair Shaw reported needing to move items around. Public comment process item and Transit Oriented Development (TOD) presentation rescheduled for next month and working with staff to schedule Go Pass Pricing, Clipper Ridership Data, and Measure RR for first quarter in 2024, Customer Experience Roadmap rescheduled to next year – originally for this month

Member Seebart commented that Measure RR was initially presented last February with two-month delay for revisions and urged for a chance to review by February to be able to write a decent report. Chair Shaw commented that it will be a part of his meeting with staff in January.

CORRIDOR CROSSING STRATEGY

Vanessa Peers, Transit Planner, Kimley-Horn, provided the presentation which included the following:

- Crossings Delivery Guide will be publicly available in January 2024
- Goal is to have an endorsement from JPB (Joint Powers Board) on the Program Strategy in April
- Program Strategy Progress - Moving into selection phase with cities to develop shared strategy
- Corridor Crossing Delivery Guide's purpose is to help corridor partners and communities navigate the process for implementing grade separation projects
- Project Partner Group (PPG) conceptualized the Corridor Crossings Investment Plan
- November workshops feedback included: Caltrain to lead program development with corridor partner involvement; prioritize funding in tiers in a systematic way

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

- Surrounding the implementation project and decision-making process between cities
- Priority list of individual grade separation projects based on statistics/safety
- Crossings Project Study should address Caltrain's consideration of revisiting the maximum grade standard to shrink the project limits; share the criteria and how to accomplish it with surrounding jurisdictions to increase the number of feasible alternatives
- List detailing which agency is responsible for funding projects
- High Speed Rail Authority's involvement in the November workshops and the proposal for the discussion of the grade separation priorities be added to the agenda list for review
- List backed by grade separation statistics as government funding can shift to draw on funding sources, ongoing statistical tracking
- Record keeping practices as they relate to climate-related rail line work and repair projects

- Data concerning high-speed rail factored into the prioritization process and having a high-level funding strategy should be a key component; could mitigate conflicts; and help position for grant opportunities
- State and Metropolitan Transportation Commission's (MTC) role in process
- Data should be a stand-alone component of the study and Caltrain's responsibility to evaluate engineering design standards

Public Comment

Jeff Carter commented that grade separation funding should come from highway or road improvement [funding]. He is hopeful to see more funding for these grade separations, quiet zone options.

Doug DeLong, resident of Mountain View, commented that legislative action at the State and Federal level could increase the amount of funding available for grade separations.

CALTRAIN RIDERSHIP REPORTING METHODOLOGY CHANGES

Theodore Burgwyn, Director of Rail Network and Operations Planning, introduced Nick Atchison, Senior Operations Planner and Bruce Thompson, Manager, Fare Program Operations

Mr. Atchison provided the presentation which included the following:

- Difficult to ascertain ridership data due to the proof of payment system, there are no fare gates, trains are not equipped with automated passenger counters, and there is a variety of ticket types
- Annual passenger and onboard counts were discontinued due to the Pandemic in 2020; switched to a temporary methodology of random sampling conducted by a consultant
- Began in November, riders have access to view dashboards containing estimated ridership data

Ted Burgwyn commented about the new opportunity to calculate ridership recovery and the alternative method.

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

- Barriers regarding the issuance of stickers as opposed to being added to Clipper cards
- Origin station chart skewed toward morning boardings and ignoring evening boardings
- Data does not indicate ridership recovery; referencing data and ridership based on a Pre-Pandemic baseline
- Transitional process from one methodology to a different methodology and the impact on the running of the railroad

- Need for the new methodology once the roll out of automatic control units (APC) – APCs will provide a different data source and catch fare evaders
- Parking data is separate

Public Comment:

Jeff Carter commented being hopeful that the dashboard will have the breakdown of tickets sold between zones and point-to-point data.

STAFF REPORT

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

John Hogan, Chief Operations Officer, reported the following:

- Vehicle incursion dashboard for each crossing will be forwarded to the Committee
- Discussed crossing incursion detection and prevention methods

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

- Data for vehicle incursions in the Corridor in comparison to Metropolitan Rail, Metro Link, Southeastern Pennsylvania Transportation Authority
- Number of vehicle incursions were primarily due to the use of technology
- Federal Railroad Association (FRA) and the National Transportation Safety Board (NTSB) administrators indicated that railroad crossings are one of their top priorities
- Number of grade separations have solar turtles and their impact
- SFMTA – Muni (San Francisco Municipal Transportation Agency) signals and train-specific lighting have been effective
- Number of delays have on riders and data should be included in the grade separations crossings report
- Strategy in place at Caltrans (California Department of Transportation) about preventive measures such as reflective lights or signage to warn wrong-way drivers getting on the freeway
- New fare inspection regime
- People who have had vehicle incursions are interviewed by Caltrain and if Caltrain had access to those records
- Plan for the holiday train once electrification happens

Public Comments

Doug DeLong commented that it would be useful to gather data on the issue of vehicle incursions as a basis for a lawsuit by American Association of Railroads and American Public Transportation Association (APTA) against navigation providers.

Andy Chow commented that the use of lasers could prevent vehicle incursions.

COMMITTEE COMMENTS

Member Seebart commented that additional verbiage on the website would better to enable his constituents to reach him by email; website needs to be updated.

Member Albohm commented about the accuracy of alerts and reporting; are alerts automated or manually computed; and if there is a better way to report delay information to passengers in real time.

Member Lohe commented that Caltrain alerts failed to notify riders of a passenger intrusion alert on the 704 train.

Member Kutler commented about the service delay that occurred on November 30th and how full the 22nd Station was. The platform could not adequately accommodate the large number of buses. Note that three or four buses is sufficient. Member Kutler further commented that there should be a standard of clearing the messages at stations.

Member Brandt inquired as to why the entire Caltrain system was shut down at 4th and King station on November 30th due to an intruder incident; commented that the Sonoma-Marín Area Rail Transit (SMART) announced free transportation to riders eighteen and under and over the age of 65 from April 2024 to June 2025. He further commented that action should be taken to address the possibility of there being a bike chop shop located on the Dumbarton Line bridge over Highway 101.

Member Lohe commented on the CAC webpage not being accessible, revisiting website and discussing in the new year. He further commented that the Caltrain 3-Day Pass is not compatible for riders that work hybrid work schedules with three inconsecutive days in office.

DATE, TIME, AND LOCATION OF NEXT REGULAR MEETING

January 17, 2024 at 5:40 pm, via Zoom teleconference or at the Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.

ADJOURNMENT

Meeting adjourned at 8:03 pm