



**JPB Citizens Advisory Committee**  
**1250 San Carlos Avenue, San Carlos, CA 94070**  
**Bacciocco Auditorium, 2<sup>nd</sup> Floor**

**February 20, 2019 – Wednesday**

**5:40 p.m.**

Items in bold are CAC member-requested presentations.

1. Pledge of Allegiance
2. Roll Call
3. Report of the Nominating Committee (Burke, Chang, Klein)
  - a) Election of 2019 Chair & Vice Chair
4. Approval of Meeting Minutes of January 16, 2019
5. Public Comment for Items Not on the Agenda  
Public testimony by each individual speaker shall be limited to three (3) minutes
6. Chairperson's Report
7. Committee Comments  
Committee members may make brief statements regarding correspondence, CAC-related areas of concern, ideas for improvement, or other items that will benefit or impact Caltrain service or the CAC, or request future agenda topics.
8. Caltrain Business Plan (Sebastian Petty)
9. Update on the Diridon Integrated Station Concept Plan (Melissa Reggiardo)
10. Staff Report (Joe Navarro)
  - a) Customer Experience Taskforce Update
  - b) JPB CAC Work Plan Update
11. Date, Time and Place of Next Meeting  
March 20, 2019 at 5:40 p.m., San Mateo County Transit District Administrative Building, 2<sup>nd</sup> Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA
12. Adjournment

*All items on this agenda are subject to action*

**CAC MEMBERS:** **San Francisco City & County:** Lauren Fernandez, Brian Shaw (Chair)  
**San Mateo County:** Kevin Burke, Ricardo Valenciana (Vice Chair)  
**Santa Clara County:** Cat Tucker, Larry Klein, Paul Escobar

## INFORMATION TO THE PUBLIC

If you have questions on the agenda, please contact the Committee Secretary at 650.508.6223 or [cacsecretary@caltrain.com](mailto:cacsecretary@caltrain.com). Agendas are available on the Caltrain Web site at <http://www.caltrain.com>. Communications to the CAC can be e-mailed to [cacsecretary@caltrain.com](mailto:cacsecretary@caltrain.com).

JPB and Citizens Advisory Committee (CAC) meeting schedules are available on the Caltrain Web site.

### Location, Date and Time of Regular Meetings

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Ave., San Carlos, CA, which is located one block west of the San Carlos Caltrain Station on El Camino Real. The office is also accessible by SamTrans bus routes ECR, FLX, 260, 295 and 398. Additional transit information can be obtained by calling 1.800.660.4287 (TTY 650.508.6448) or 511.

The JPB Citizens Advisory Committee meets regularly on the third Wednesday of the month at 5:40 p.m. at the same location. Date, time and place may change as necessary.

### Public Comment

If you wish to address the Committee, please fill out a speaker's card located on the agenda table and hand it to the Committee Secretary. If you have anything that you wish distributed to the Committee and included for the official record, please hand it to the Committee Secretary, who will distribute the information to the Committee members and staff.

Members of the public may address the Committee on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to three minutes and items raised that require a response will be deferred for staff reply.

### Accessibility for Individuals with Disabilities

Upon request, the JPB will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to Committee Secretary at Peninsula Corridor Joint Powers Board, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to [cacsecretary@caltrain.com](mailto:cacsecretary@caltrain.com); or by phone at 650.508.6223, or TTY 650.508.6448.

### Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that public records are distributed or made available to the legislative body.

**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 JANUARY 16, 2019**

**MEMBERS PRESENT:** K. Burke, C. Chang, P. Escobar, L. Fernandez, L. Klein, R. Valenciana (Vice Chair), B. Shaw (Chair)

**MEMBERS ABSENT:** C. Tucker

**STAFF PRESENT:** R. Tam, J. Le, L. Lopez, L. Low, B. Tietjen, P. Givens, J. Navarrete, R. Sebez, J. Navarro

Chair Brian Shaw called the meeting to order at 5:46 p.m. and led the Pledge of Allegiance.

### **APPOINTMENT OF NOMINATING COMMITTEE**

A nominating committee was established. Members Cat Change, Kevin Burke and Larry Klein are to meet via phone at least once prior to the next JPB CAC meeting to provide a recommendation for Chair and Vice Chair. Staff will coordinate the conference call. Chair Brian Shaw advised that the election for Chair and Vice Chair will take place at the February meeting.

### **APPROVAL OF MINUTES OF NOVEMBER 14, 2018**

Motion/Second: Klein / Burke

Ayes: Chang, Escobar, Fernandez, Valenciana, Shaw

Absent: Tucker

### **PUBLIC COMMENTS**

Scott Yarborough, San Francisco, said that he and the following two public commenters would like to share some information and to receive input from the CAC regarding Bikes on Caltrain and an alternative EMU designs for seats within view of bikes. Scott said that he supports bike parking, bike sharing and bikes on board as it solves first and last mile problem at both ends of commutes, and frees up seats on heavily subsidized feeder buses, shuttles and spots at expensive parking lots and ultimately saves the transit system money. Scott requested a re-design of the EMU cars to allow seats within view of bikes and said that it is possible with minimal changes to internal design. Scott advised that currently the Gallery bike cars have a capacity of about 40 bikes and 28-34 seats within view of those bikes and on the Bombardier cars the ratio is 24 bikes and 12-15 seats within view of those bike cars. On cars where cyclists are in view of their bikes, it allows for bikes to be moved accordingly which in turn allow for a more rapid exit from the train and reduces dwell time.

Shirley Johnson, San Francisco, stated that there are no fixed seats within view of bikes on the current EMU design. Shirley stated that cyclists need to be in view of bikes to deter bicycle theft. She also stated that it is important for cyclists to be on board with their bikes to shuffle bikes in order of destination. She also stated that the emergency exits are blocked by stacked bikes in its current design. Lastly, Shirley said that due to the different layouts of the cars; bike cars, powered cars and the cab cars, it would be difficult for Rail Operations to reconfigure cars during emergencies and when running smaller trains during midday hours. Shirley proposed two alternative layout options and requested CAC input. The first proposed option is to swap seats and bikes in the powered and unpowered cars. The second option is to swap seats and bikes and distribute the bikes all along the train so that there would be twelve bikes per car. Shirley said the new layout options would deter bike theft because the seats would be in view of bikes and would help keep trains on time because cyclists would be able to arrange their bikes by destination.

Vincent De Martel, Palo Alto, explained that the second layout option would allow bikes to board any car just as BART does. He said that this would not change the capacity for passengers or bikes and that the proposed layout makes more sense for cyclists and passengers in terms of safety. Vincent said that the second option makes it easier for Operations to swap cars when needed. Vincent suggested to make the changes now rather than later. He stated that there is a petition signed by over 1,000 users of the system asking for a redesign and that he is looking forward to feedback on the proposed designs and working together toward a resolution.

Chair Brian Shaw said that since the alternative recommended design for EMU bike car layout was not on the agenda, the CAC is not able to comment or provide input, however they can decide to place it on the agenda for a later meeting.

Joe Navarro, Deputy Chief of Rail Operations, asked Lori Low, Government and Community Affairs Officer, to comment. Lori thanked the public for the comments regarding the bike car layout recommendation and advised that this recommendation was also presented to the BAC and to the Board. Lori said that the recommendation was passed along to the Engineer and Design team and unfortunately, the exact recommended design proposal will not work, however they will consider some of the ideas proposed. Lori shared that staff is looking to discuss a public process process with the Board in March, and then to have a workshop with the CAC and BAC to look at the additional electric train vehicles and the bike car design.

Roland Lebrun, San Jose, said that 4 years ago he made a proposal with a different train that is now manufactured by Bombardier because the platforms in France could no longer be extended and needed to increase the seating capacity. That proposal would have 400 more seats than the Stadler cars that fit within a 700 ft. platform. He recommended staff to go back to the manufacturers and look at the train design as the RFP does not demand minimum number of seats. Roland said that Stadler trains will not be able to carry the ridership projected ten years from now.

Chair Brian Shaw said that the CAC can decide to put on the agenda the EMU bike car design recommendation for next month or to add it to the Agenda after the workshop takes place. The CAC decided to table this topic until after the workshop takes place.

### **CHAIRPERSON'S REPORT**

Chair Brian Shaw stated that he informed the Board that the CAC did not have a quorum and did not meet for the month of December. The Board recommended to hold a Meeting of the Whole when the CAC does not have a planned quorum. During a Meeting of the Whole the Agenda can be presented, however no action and/or votes can take place. Chair Brian Shaw recommended to hold monthly meetings whether there is a quorum or not so that the public can hear and comment on the planned presentations. The committee had no issues with the recommendation.

### **PUBLIC COMMENTS CONTINUED**

Roland Lebrun, San Jose, said that the committee is unable to table a motion unless there is an item that is tabled for action by the committee. He also suggested to amend the bylaws if attendance becomes an issue.

### **COMMITTEE COMMENTS**

Member Kevin Burke advised that an attendance policy already exists in the bylaws. Chair Brian Shaw advised that in the past 5 years, no more than one meeting a year has been cancelled.

Member Paul Escobar thanked those that presented the public comment regarding the EMU bike car design recommendation. He also mentioned that Caltrain was well represented at a public meeting held with the city of San Jose and other partners that included VTA.

Member Kevin Burke asked whether staff is making plans for the Hillsdale station project where Belmont will serve Hillsdale passengers during the station closure. Joe Navarro, Deputy Chief of Rail Operations, advised that a schedule will be released soon. Member Kevin Burke suggested staff to add a pay station facing the city of San Carlos for those who want to pay to park at the San Carlos Station parking lot in order to increase revenue. Mr. Navarro said that staff will consider the suggestion.

### **GRADE CROSSING IMPROVEMENTS PROJECTS**

Robert Tam, Caltrain Project Manager, presented the Grade Crossing Improvements Projects update.

Robert reported that the project was broken down to three areas due to funding sources.

1. Redwood City Grade Crossing Improvements Project
2. Santa Clara Grade Crossing Medians Project

### 3. FY16 Grade Crossing Improvements Project

The full PowerPoint presentation can be found on [caltrain.com](http://caltrain.com)

#### **COMMITTEE COMMENTS**

Vice Chair Valenciana asked whether there was further information to be shared about the fatality that occurred near Whipple Ave. Mr. Navarro advised that it is still under investigation and that staff has no further details at this time.

Member Larry Klein asked when will the orange speedbumps be added to all the existing crossings. Robert Tam responded that they exist at the three grade crossings in Redwood City and at the ten grade crossings that were part of the FY16 Grade Crossing Improvements Project. Robert Tam said that it all depends on funding. Mr. Navarro advised that they will be installed.

Member Kevin Burke asked whether Caltrain conducts cost benefit analysis. Robert Tam responded that staff conducted a grade crossing hazard analysis that considered traffic volumes, geometry and physical characteristics and is how the ten crossings were chosen for the FY16 Grade Crossing Improvements Project.

Member Cat Chang said that she has observed pedestrians open the gates and although staff is unable to solve all human behavior, she asked whether there some perspective on seeing what's most affective on what needs to be done to prevent passengers in a rush opening the gates. Mr. Tam responded that it would need to be enforcement and education that would solve those problems.

Member Kevin Burke asked whether all crossings for High Speed Rail service need to be grade separated or completely closed to car traffic. Mr. Navarro responded that he is unsure as he is not in those negotiations. Chair Brian Shaw responded that quad gates are the solution for High Speed Rail.

#### **PUBLIC COMMENTS**

Andy Chow, Redwood City, said that there are several crossings in Redwood City that are still hazardous even after the improvements. Andy said that he witnessed a car stopped behind the gates when there was a train coming. Fortunately the train didn't have to slow down because it was still clear of the tracks but nonetheless because of the steep angle the car got trapped behind the gate, but before the train tracks.

Roland Lebrun, San Jose, advised that regarding grade separation, below 110 MPH the solution is quad gates and they must have intrusion detection so the secondary gate or the exit gate does not close in the yellow box as it is referred to in UK. Between 110 MPH and 125 MPH, it is uniquely in the United States, an impenetrable barrier is needed, which means it would be impossible for a bus, truck or car to crash into them. Roland advised that in the UK, the danger zones are called the yellow box. When the lights are flashing no one should be in the yellow box and passengers receive a violation if they are found there. Roland said that he has noticed that the United States has red flashing lights and people start crossing when the gates are lifted and should wait for the lights

to stop flashing because a train can come in the other direction as the gates come down again. In the UK, they have a yellow light before the flashing red lights.

Adrian Brandt said that he can confirm that pedestrians are cited when walking across while the gates are activated. He also stated that over 90% of pedestrian deaths are ruled suicide. He agreed with public comment made by Roland that there are no crossing gate mandates unless you get over 125 MPH. Regarding the Grade Crossing presentation, he said that the treatments are great however they are relatively timid and is looking forward to something more aggressive.

### **PROOF-OF-PAYMENT**

Jenny Le, Management Analyst for San Mateo County Sheriff's Office, presented the Proof-Of-Payment program update.

The full PowerPoint presentation can be found on [caltrain.com](http://caltrain.com)

### **COMMITTEE COMMENTS**

Member Kevin Burke asked whether staff is keeping track of the number of warrants that could have been issued and are not being issued with this new program. Mr. Navarro responded that with the previous process, tickets were thrown out of court and that conductors were being relieved of their job to attend court to testify. He said that the previous process was not beneficial. Ms. Le also stated that the previous process congested the courts. The new process de-criminalizes fare evasion and makes the process run smoother. Member Kevin Burke asked for additional data regarding financial benefits or attendance of conductors. Ms. Le advised that there was a presentation made to the CAC in January of 2018 and that further details can be found online for that meeting.

Member Larry Klein asked how many of the violations are going to hearing. Ms. Le said that she can provide that information with the next update. Member Larry Klein is interested in seeing data year-over-year to determine how well the new process is working.

Member Paul Escobar said that it is great to see the new process roll out and is also interested in seeing the data as well.

Member Cat Chang is interested in seeing violations where passengers were delinquent in having the Go Pass.

Vice Chair Valenciana asked whether there are more passengers receiving violations coming into San Francisco or leaving San Francisco. Mr. Navarro said that San Francisco has gate fare check and receives reports on the trains and conductors that issue violations. He also stated that the new fare process is still in the soft launch stage as the conductors are using fifty percent of the machines and is working on the next phase of full implementation of the process.

Member Lauren Fernandez asked whether the fines collected are now going to Caltrain and Ms. Le confirmed.

Chair Brian Shaw advised that his place of employment, Stanford, and Samtrans have gone to the Clipper card platform of the Go Pass and have had no issues because as long as the Clipper card is in the system as an active Go Pass Clipper card, it does not expire. They now they have a quarterly renewal process. He hopes that Caltrain can expand the use of the Go Pass on the Clipper Card to other clients in the future. Chair Brian Shaw asked whether Caltrain should look at the same level of fare evasion enforcement that happens at Bart and Muni since they do this type of enforcement on their system to better understand the potential and what they have gone through. Mr. Navarro said that because Caltrain is an open station it operates differently, however there will be upcoming fare enforcement blitzes soon.

### **PUBLIC COMMENTS**

Doug DeLong, Mountain View, said that there was a more extensive presentation made to the Board that could be found online. He stated that over 90% of the violations were due to inappropriate fare media which to him means that the passenger may have bought a ticket to the incorrect zone or going the wrong direction. He said that this may be a red flag telling us that the user finds it difficult to get right.

Roland Lebrun, San Jose, confirmed that the more extensive proof of payment report can be found in the board packet under the quarterly operations report. He read off the statistics. Roland said that the new process is effective because the ridership is dropping however the revenue is going up. Lastly, Roland said that Bart is also conducting fare enforcement in teams of three and that their team is unarmed.

Adrian Brandt stated that the report looks great, however he did not see the evasion ratio, for example for every hundred people that get checked, how many are in violation. This would be a great measure in terms of compliance and would help determine whether staff is inspecting enough.

Chair Brian Shaw asked whether the evasion ratio is a metric that can be tracked. Mr. Navarro responded that he will look into it.

### **STAFF REPORT UPDATE**

Joe Navarro, Deputy Chief of Rail Operations, reported:

#### **On-time Performance (OTP) –**

- **December:** The December 2018 OTP was 92.2% compared to 93.9% for December 2017.
  - **Vehicle on Tracks** – There was one day on December 6, with a vehicle on the tracks that caused train delays.



- **Mechanical Delays** – In December 2018 there were 343 minutes of delay due to mechanical issues compared to 499 minutes in December 2017.
- **Trespasser Strikes** – There were three trespasser strikes on December 5, 19 and 25, all resulting in a fatality.
- **November:** The November 2018 OTP was 93.9% compared to 94.8% for November 2017.
  - **Trespasser Strikes** – There was one trespasser strike on November 23, resulting in a fatality.

### **SF Weekend Caltrain Closure –**

Ms. Navarrete reported that the San Francisco Weekend Closure went well despite a busy weekend with events like Fleet Week, SF 49ers game, Stanford Game and the Hardly Strictly Bluegrass event at Golden Gate Park.

### ○ **Special Event Train Service –**

#### ● **Services Performed:**

- **San Jose Sharks** – There were nine home games in November and seven home games in December. Total post-game riders, including regular riders and Sharks fans, boarding at San Jose Diridon station in November was 1,829. Caltrain will track post-game ridership for all home games. For weeknight and Saturday night games, the last northbound train departs SJ Diridon station at 10:30 p.m. or 15 minutes after the game ends but departs no later than 10:45 p.m.

Total year-to-date post-game additional riders, boarding at San Jose Diridon station, was 3,721, which represents a 16 percent decrease compared to the same number of games in the 2017/2018 season.

For the Sharks home game at SAP Center on Saturday, January 5 at 8 p.m. and in conjunction with the College Football Playoff National Championship - Championship Campus service, the last northbound bullet train departed San Jose Diridon at 12:05 a.m.

- **Holiday Service** – During the following Holidays, Caltrain operated the following services:
  - Thanksgiving Day – Thursday, Nov. 22, 2018 (Holiday Schedule)
  - Day After Thanksgiving – Friday, Nov. 23, 2018 (Modified Schedule)
  - Christmas Eve – Monday, Dec. 24, 2018 (Regular Weekday Schedule)
  - Christmas Day – Tuesday, Dec. 25, 2018 (Holiday Schedule)

- New Year's Eve – Monday, December 31 (Regular Weekday Schedule plus Pre & Post-SF Fireworks Special Trains)
  - Caltrain provided FREE service beginning at 8:00 p.m. until the last train post-event departed SF at 2:00 a.m., making all local stops.
  - New Year's Day –Tuesday, Jan. 1, 2019 (Holiday Schedule)
- **PAC-12 College Football Championship (Washington Huskies vs. Utah Utes)**  
– The PAC-12 College Football Championship game was held at Levi's Stadium on Friday, November 30 at 5:00 p.m. Caltrain monitored pre- and post-game ridership.
  - **Holiday Train** – Caltrain operated the Holiday Train in collaboration with the Silicon Valley Community Foundation (SVCF) on Saturday, December 1 and Sunday, December 2. With glittering lights and holiday decorations, the dazzling show-train visited nine Caltrain stations between San Francisco and Santa Clara over two nights in December, providing holiday entertainment and collecting toy and monetary donations for local children who otherwise might not receive a gift during the holidays. Caltrain and SVCF also partnered with local organ
  - **SF 49ers Regular Season** – The 49ers hosted the Indianapolis Colts on Sunday, December 9 at 1:05 p.m., Seattle Seahawks on Sunday, December 16 at 1:05 p.m. and the Chicago Bears on Sunday, December 23 at 1:05 p.m. for their last regular season home game. For the Colts and Seahawks games Caltrain operated one extra pre-game train with limited stops and one extra post-game local train from Mountain View to San Francisco. For the Bears game Caltrain operated one extra pre-game train with limited stops and one extra post-game local train from Mountain View to San Francisco. Event ridership will be provided in February.
  - **Redbox Bowl (Oregon Ducks vs. Michigan State Spartan)** – The Redbox Bowl College Football game was held at Levi's Stadium on Monday, December 31 at 12:00 p.m. Caltrain monitored pre- and post-game ridership.
  - **2019 College Football Playoff National Championship** – Caltrain operated special event service schedules on Friday, January 4 through Monday, January 7, 2019 to accommodate the College Football National Championship festivities in Downtown San Jose and at Levi's Stadium. The special event weekend schedule included train service to all San Francisco stations (no weekend bus bridge service January 5 and 6 only). Additional information was available on Caltrain's dedicated webpage:  
[www.caltrain.com/cfbp](http://www.caltrain.com/cfbp)

The Championship Campus events in downtown San Jose included:

- Playoff Fan Central – San Jose McEnery Convention Center
- The Quad – Plaza de Cesar Chavez
- AT&T Playoff Playlist Live! – Discovery Meadow Park
- Media Day – SAP Center

- Extra Yard for Teachers Summit – San Jose McEnery Convention Center
- Extra Yard 5K – Plaza De Cesar Chavez
- Taste of the Championship – The Tech Museum of Innovation.

On Friday, January 4, Caltrain operated one extra late night northbound bullet train that departed San Jose Diridon at 12:05 a.m.

On Saturday January 5 and January 6, Caltrain operated three extra southbound bullet trains and three extra northbound bullet trains between San Francisco and San Jose stations. The last northbound bullet train departed San Jose Diridon at 12:05 a.m.

On Monday, January 7 (game day), Caltrain customers were able to take the train to Mountain View station and transfer to VTA light rail for service to Levi's Stadium. Caltrain operated one extra express northbound pre-game train and extra post-game service in coordination with the VTA. Additionally Caltrain and VTA offered a special College Football Championship joint ticket to get fans to the game through official Caltrain Mobile ticketing app. This day pass was available for pre-purchase on the app starting January 1 and is valid on game day only.

#### **Customer Experience Taskforce -**

- Lost and Found:
  - Customers may be able retrieve lost items within the same day given Customer Service department is open.
- Bikes Board First:
  - Bikes Board First will be rolled out system wide in early spring.
- Grade Crossing:
  - Moving forward with red envelope and the ballast plan and is in the final stage of receiving approval.

#### **PUBLIC COMMENTS**

Scott Yarborough, San Francisco, said that he appreciates the Customer Experience on the Agenda as an item to be discussed. Regarding the bikes board first pilot, he said that it is not facilitated at the piloted stations at which he boards. He stated that during his morning commute he feels that it does not need to be facilitated, however he feels that it would greatly help boarding during his evening commute if the bikes board first was facilitated.

Doug DeLong, Mountain View, directed the committee's attention to item 13a in the board packet as it has a lot of information regarding the cause for delays. He said that most of the delay minutes are due to passenger delays. He said that the schedule design was not designed for today's ridership and wanted to direct the committee's attention to that section in the packet.

Roland Lebrun, San Jose, stated that there are special devices in the UK that go between the tracks to prevent cars and pedestrians to cross over onto the rails. He said that it needs to be part of the specification. Secondly, the reason the box is yellow and not red is that red is fine on a clear day however it doesn't work when it is dark or raining. Florescent yellow melted plastic works better. Roland asked staff to start the discussion with the public prior to meeting with the CPUC. Lastly, Roland stated that 4<sup>th</sup> and King station needs to move to 7<sup>th</sup> ST. between 16<sup>th</sup> ST. and Townsend that way Caltrain will no longer need 22<sup>nd</sup> ST station.

Shirley Johnson, San Francisco, reemphasized that bicyclists work to keep the train on time and is concerned with the current EMU design with no seats in view of bikes. Shirley publicly thanked staff for the plan to have a public process to look at the train layout, including the bike car layout.

### **JPB CAC Work Plan**

February 20, 2019

- Caltrain Business Plan Update

March 20, 2019

- Camera System
- Visual Messaging System
- New Electric Bike Car Configuration

April 17, 2019

- Legislative Update
- Wi-Fi Update

May 15, 2019

➤

June 19, 2019

➤

Items to be scheduled

- Station Management Plan (getting to stations, capacity, usage, forecast, and planning) – requested by chair 3/2/16, modified 3/16/16 by Adina
- 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.

### **DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:**

February 20, 2019 at 5:40 p.m., San Mateo County Transit District Administrative Building, 2<sup>nd</sup> Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Adjourned at 7:10 pm

PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)  
CITIZENS ADVISORY COMMITTEE (CAC)  
STAFF REPORT

TO: JPB CAC

FROM: Joe Navarro  
Deputy Chief, Rail Transportation

SUBJECT: **STAFF REPORT**

**On-time Performance (OTP) –**

- **January:** The January 2019 OTP was 94.4% compared to 96.2% for January 2018.
  - **Vehicle on Tracks** – There were three days, January 16, 17, and 18, with a vehicle on the tracks that caused train delays.
  - **Mechanical Delays** – In January 2019 there were 411 minutes of delay due to mechanical issues compared to 439 minutes in January 2018.
  - **Trespasser Strikes** – There were two trespasser strikes on January 11 and 30, both resulting in a fatality.
- **December:** The December 2018 OTP was 92.2% compared to 93.9% for December 2017.
  - **Trespasser Strikes** – There were three trespasser strikes on December 5, 19 and 25, all resulting in fatalities.
- **SF Weekend Caltrain Closure Update** – The SF Weekend Closure effective Saturday, October 6 continues through late Spring 2019 with the exception of Saturday, January 5 and Sunday January 6, 2019 (the weekend prior to the 2019 College Football Playoff National Championship on Monday, January 7, 2019 at Levi's Stadium). In comparing the weekend train counts at Bayshore Station with the 2018 Annual Count baseline, total year-to-date weekend ridership at Bayshore station decreased by 31.7 percent as of January 21.
- **Caltrain 2019 Annual Count Survey** – The 2019 Caltrain Annual Count Survey started Tuesday, January 22, 2019 (the day after the Martin Luther King Holiday) and is anticipated to be completed in February. No weekend train counts will be conducted due to ridership impacts from the SF Weekend Caltrain Closure. A presentation to the Board summarizing the findings is targeted for Summer 2019.

- o **Special Event Train Service –**

- **Services Performed:**

- o **San Jose Sharks** – There were seven home games in December, five home games in January and three home games in February. Total post-game additional riders, boarding at San Jose Diridon station in December was 917 and in January was 1,194.

Total year-to-date post-game additional riders, boarding at San Jose Diridon station, was 4,638, which represents a 17 percent decrease compared to the same number of games in the 2017/2018 season.

- o **New Year's Eve Fireworks** – Caltrain operated two pre-event northbound and five post-event southbound special trains on New Year's Eve for SF fireworks show. Post-fireworks service carried 5,913 riders, which represents a 14 percent increase compared to 2017 ridership. Total additional riders alighting and boarding at San Francisco station was 11,001, an increase of 9 percent compared to 2017 ridership.

- o **SF 49er 2018 Season** – The 49ers hosted three home games in December: vs. the Indianapolis Colts on Sunday, December 9 at 1:05 p.m., the Seattle Seahawks on Sunday, December 16 at 1:05 p.m. and the Chicago Bears on Sunday, December 23 at 1:05 p.m. Caltrain operated one extra pre-game train with limited stops and one extra post-game local train from Mountain View to San Francisco. Total ridership alighting and boarding at Mountain View station was 4,768.

2018 pre and regular season total ridership alighting and boarding at Mountain View station was 16,061, a 13 percent decrease compared to the 2017 season.

- o **2019 College Football Playoff National Championship** – Caltrain operated special event service Friday, January 4 through Monday, January 7, 2019 to accommodate the College Football National Championship festivities (with visiting teams Alabama Crimson Tide and Clemson Tigers) in Downtown San Jose and at Levi's Stadium. The special event weekend schedule included train service to all San Francisco stations (no weekend bus bridge service January 5 and 6 only). Information was posted to Caltrain's dedicated webpage: [www.caltrain.com/cfbp](http://www.caltrain.com/cfbp)

On Friday, January 4, Caltrain operated one northbound post-event special train with six riders boarding at San Jose Diridon station. There was no increase in daily total riders boarding and alighting at San Jose Diridon station compared with non-special event ridership.

On Saturday, January 5, Caltrain operated three southbound pre-event special trains with 336 riders alighting at San Jose Diridon station and two northbound post-event special trains with 107 riders boarding at San Jose Diridon station. Total additional daily riders boarding and alighting at San Jose Diridon station was 445. In addition, there was a San Jose Sharks home game at SAP Center at 8 p.m. which impacted ridership.

On Sunday, January 6, Caltrain operated three southbound pre-event special trains with 153 riders alighting at San Jose Diridon station and two northbound post-event special trains with 88 riders boarding at San Jose Diridon station. There was no increase in daily total riders boarding and alighting at San Jose Diridon station compared with non-special event ridership.

On Monday, January 7 (game day), Caltrain operated one pre-game southbound special train and two post-game northbound special trains in coordination with VTA connecting service. Total riders alighting and boarding at Mountain View station was 3,429.

- **Caltrain NorMLK Celebration Train** – The Caltrain NorCalMLK Celebration Train operated on Monday, January 21, 2019. The 10-car train departed San Jose Diridon at 9:45 a.m. and made limited stops at Palo Alto and San Mateo prior to its arrival at San Francisco. Total ridership alighting at San Francisco was 913, which represents a 1 percent decrease compared to 2018 service.
- **NHL All-Star Weekend** – The NHL awarded the 2019 NHL All-Star Game to the hometown San Jose Sharks. No special event service was planned, but Caltrain monitored post-event ridership for the 2019 SAP NHL All-Star Skills Game on Friday, January 25 at 6 p.m. and the 2019 NHL All-Star Game on Saturday, January 26 at 5 p.m.
- **SF Giants Fan Fest** – On Saturday, February 9, 2019, Caltrain operated one extra pre-event northbound local train for the SF Giants Fan Fest that was held at Oracle Park from 10 a.m. to 3 p.m. There was no extra post-event southbound service as the SF Weekend Closure (Weekend Bus Bridge Service between Bayshore and SF stations) was in effect.
- **Services Scheduled:**
  - **San Jose Sharks** – The Sharks will host six games in March. Caltrain will track post-game ridership for all home games. No extra special trains are planned. For weeknight and Saturday night games, the last northbound train departs SJ Diridon station at 10:30 p.m. or 15 minutes after the game ends but departs no later than 10:45 p.m.
  - **President's Day** – On Monday, February 18, 2019, in observance of the President's Day Holiday, Caltrain will operate a Modified Schedule,

Saturday Service with four extra trains in each direction including one round trip from Gilroy to San Francisco. The Tamien to SJ Diridon Weekend Shuttle will also operate additional shuttles. Schedules are available onboard trains and on the Caltrain Website.

- o **Capital Projects –**

The Capital Projects information is current as of January 15, 2019 and is subject to change between January 15 and February 7, 2019 (Board Meeting).

**San Francisco Highway Bridges:** Replace three obsolete overhead vehicular bridges located in San Francisco at 23rd Street, 22nd Street, and Paul Avenue. Construction started in March 2015 and was substantially completed in May 2017.

Resolution of a Buy America issue with Caltrans continues that will also resolve funding issues for the project. Discussions regarding cost reimbursement from the City of San Francisco for their Auxiliary Water Supply System (AWSS) also continue. The AT&T relocation reimbursement request for performing utility relocation on their behalf is in the process of being transmitted.

**San Mateo 25th Avenue Grade Separation Project:** Raise the elevation of the alignment from Hillside Boulevard to south of the Highway 92 Overcrossing in the city of San Mateo. The project creates a grade separation at 25th Avenue, relocates the Hillside Station to the north, and creates two new east-west street grade-separated connections at 28th and 31st Avenues in San Mateo. Construction of the elevated rail alignment and the new Hillside Station will be phased to limit impact to the operating railroad.

In January, the relocation of underground PG&E electrical lines, and, third-party and Caltrain's Fiber Optic cable continued. Work will not be complete by the February 1 deadline for the JPB Fiber Optic cable thereby resulting in potential delay to the contractor. Construction of the Pedestrian Underpass, and, 28th Avenue, and 31st Avenue Bridges also continued. The substructure, abutments of bents of the 25th Avenue Bridge was completed in November. The precast bridge girders for the 25th Avenue Bridge will not be placed until the temporary street closure period, for street lowering, due to vertical vehicle clearances until the street is lowered. Construction of the 4th of 5 tiers of Mechanically Stabilized Earth (MSE) retaining walls was completed at the northern section of the project between Borel Creek and 25th Avenue.

The temporary closure of the Hillside Station, to allow completion of the project, is now forecast to occur in the Fall of 2019 until Spring of 2020. During the temporary closure, enhanced bus and shuttle service to the Belmont Station will be provided to minimize the temporary inconvenience.

Due to delays associated with obtaining UPRR approvals and its impact to beginning 3rd party fiber optic relocations; the project schedule has been affected. Overall construction completion is forecast to be approximately 10-



months late, with the completion date extended from early 2020 to October 2020. In addition, to the schedule impacts, the project has experienced significant impacts due to the inefficiency of working around a live fiber facility, as well as incurring additional construction costs associated with installing and working around temporary steel plate, and soldier pile walls, required to protect the 3rd party fiber optic during construction.

**South San Francisco Station Improvements:** Replace the existing side platforms with a new centerboard platform, construction of a new connecting pedestrian underpass to the two new plazas in downtown South San Francisco to the west and the shuttle area to east. Upon completion, the hold-out rule at this station will be removed that currently impacts the overall system operational efficiency.

In January, third party utility relocations for water, gas and electric continued. Construction of a storm water treatment facility on Poletti Way also continued. Construction of foundations for the Overhead Contact System (OCS) poles for the Electrification project began.

Critical third-party utility relocations that were originally scheduled to begin in November 2017 were delayed until August 2018 due to delays in obtaining Caltrans permits. Due to physical conflicts between third-party utility relocations and civil construction for critical path activities such as the pedestrian underpass, a partial suspension has been issued for construction to minimize delays and inefficiencies that would be caused by the stacking of the utilities and construction work. Critical path construction is now planned to resume in April 2019. Non-critical path activities such as OCS foundations for the Electrification project and work on Poletti Way will continue during the suspension period. Project delays due to Caltrans issues are projected to extend project completion from mid-2019 to mid-2020.

**FY16 Grade Crossing Improvements Project:** The scope of this project is to improve the safety at 10 grade crossings along the corridor. Work items included are the installation of signals, fences, gates, curbs, lighting and signs. The existing grade crossing warning devices will be retrofitted to meet the latest California Public Utilities Commission standards. The crossings to be improved include 16th Street in San Francisco, Broadway in Burlingame, Peninsula and 4th Ave. in San Mateo, Ravenswood in Menlo Park, Alma and Charleston in Palo Alto, Rengstorff and Castro in Mountain View, and Mary in Sunnyvale.

The construction contract also includes the installation of medians at five crossings in Santa Clara County. The scopes of two projects were combined into a single construction contract to improve cost and administrative efficiency. These medians are required by the FRA and are intended to create a barrier that discourages vehicles from driving around down crossing gates. The five crossings are Churchill and East Meadow in Palo Alto, Sunnyvale Avenue in Sunnyvale, and Auzerais and West Virginia in San Jose.

Construction was substantially completed on December 19, 2018 with

completion of thermoplastic pavement striping at Castro Street. Substantial completion was achieved approximately 6-weeks ahead of schedule. Punchlist activities continued in January 2019. This will be the final report for this project.

**Sunnyvale Station Rehabilitation Project:** Replace the surface pavers in the station platform with colored cast-in-place concrete and the relocation of the north pedestrian crossing to the north by approximately 83 feet. Some of the surfaces of the platform pavers have become uneven and this project will create a smooth and even platform surface. The relocation of the north pedestrian crossing will help to clear the southern crossing that is currently partially blocked when northbound 6-car consists arrive at the Sunnyvale Station. The construction is being phased in six partial sections of the station platforms so that passenger service may continue during construction.

In January, final construction continued of the amenities, such as striping, fencing and railings, that are necessary for the cutover and activation of the new north pedestrian crossing gates and the extended platform that is scheduled for January 19, 2019. This will eliminate the blockage of the southern crossing by 6-car train consists, and, also eliminate the potential tripping hazards of the uneven platform surfaces. These activities substantially complete the project. This will be the last report for this project.

**Ticket Vending Machine (TVM) Rehabilitation:** Upgrade the existing TVM Server and retrofit and refurbish two existing TVM machines to become prototypes for new TVM's so that the machines are capable of performing the functions planned for the current Clipper program. The prototype machine are to be able to dispense new Clipper cards (excluding discount Clipper cards that require verification of eligibility) and have the ability of increasing the cash values of existing Clipper cards. There is also an option to retrofit 12 additional TVM's.

In December, the contract approved by the Board to be awarded to VenTek; the manufacturer of the existing TVM's. The contract is currently being executed and a Notice to Proceed is to be in late January and completion of the 2 prototype machines by the Summer 2019. The option for retrofitting 12 additional TVM's, if executed, would follow on.

**Mary and Evelyn Avenue Traffic Signal Preemption Project:** Perform upgrades to train approach warning systems at the Mary Avenue and Evelyn Avenue crossings in Sunnyvale. The project will improve vehicle safety at the at-grade crossings by increasing the traffic signal advance warning times for approaching trains in order to clear vehicles at the crossings. This project will mimic the previously completed traffic signal preemption project that was completed in 2014 in Redwood City, Palo Alto and Mountain View.

The design for this project is scheduled to begin in February 2019 and design completion by the Fall of 2019. A contract for construction is planned to be advertised in the Fall of 2019 and construction is scheduled to begin by mid-2020

and complete in 2021.

This project is being funded through the State of California Public Utilities Commission Section 130 program to eliminate hazards at existing grade crossings.

**F-40 Locomotive Mid-Life Overhaul Project:** Perform mid-life overhaul of three F40PH2C locomotives. The mid-life overhaul of the locomotives shall include complete disassembly of the main diesel engine, overhauling by reconditioning re-usable main frame components and re-assembly with new engine components and replacement of the Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive car body, trucks, wheels and electrical components shall be reconditioned to like-new condition or replaced with new material. The work shall be completed off-site at contractor's (Motive Power) facility location at Boise, Idaho. The three locomotives are Locomotive #'s 920, 921 and 922.

Locomotives #'s 920 and 921 were shipped to the vendor's facility in February and March of 2018. Both locomotives are still undergoing overhaul; the expected returned to the CEMOF facility in San Jose for acceptance testing has been delayed until January 31, 2019 for #920 and March 26, 2019 for #921 due to the vendor's labor shortages. Locomotive #922 is now scheduled to be shipped to the vendor's facility after Locomotive #920 is returned to minimize the number of locomotives that are off the property at any one time.

**MP-36 Locomotive Mid-Life Overhaul Project:** Perform mid-life overhaul of six MP-36-3C Locomotives. The mid-life overhaul of the locomotives shall include complete disassembly of the main diesel engine, overhauling by reconditioning re-usable main frame components and re-assembly with new engine components and the replacement of the Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive car body, trucks, wheels and electrical components shall be reconditioned to like-new condition or replaced with new material. The project work shall be completed off-site at the contractor's facility location. The six locomotives are Locomotive #'s 923, 924, 925, 926, 927 and 928.

Technical specifications for the work were completed in February 2018. The Request for Proposal was advertised on June 12, 2018. Proposals were received from 2 bidders on July 31. A bid protest was received and all bids were rejected at the October 4, 2018 Board meeting. The RFP is undergoing contract review to address the bid protest. A Resolicitation of the RFP is forecast for the Spring of 2019.

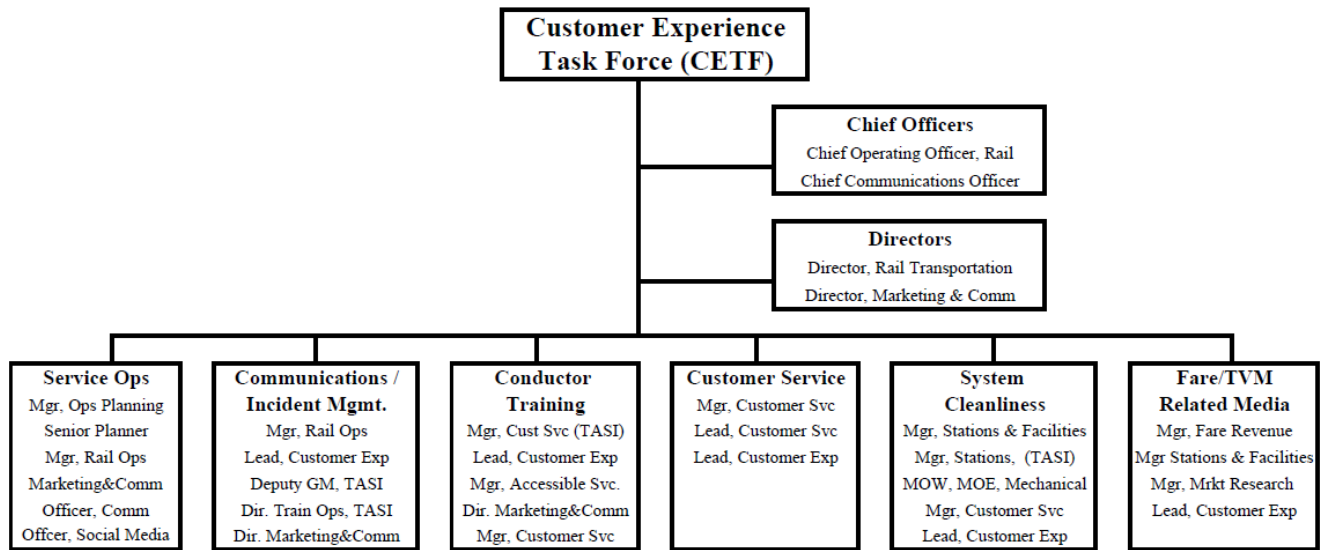
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)  
 CITIZENS ADVISORY COMMITTEE (CAC)  
 STAFF REPORT

TO: JPB CAC

FROM: Joe Navarro  
 Deputy Chief, Rail Transportation

SUBJECT: **CUSTOMER EXPERIENCE TASKFORCE UPDATE**

The mission of the Customer Experience Taskforce (CETF) is to identify and develop ways to improve the customer experience on Caltrain service. This taskforce is a joint effort between the agency and Transit America Services, Inc. and includes both operations and communications staff. The taskforce has identified short-term, medium-term and long-term goals. This item will remain as a standing update through this staff report. Policy decisions for the agency reside with the CETF for further consideration and potential approval. This includes such items as potential for Wi-Fi and implementation of quiet cars.



## Service Operations

In the short-term (six-18 months), the taskforce is spearheading efforts:

- Caltrain Timetable Update:
  - Staff continues to monitor on-time performance, train capacity and customer feedback.
  
- Bikes Board First Update:
  - Caltrain will implement the Bikes Board First System wide for all trains, in early spring. Passengers will be encouraged to allow bikes to board first and/or to board non-bike cars. This will allow for more efficient boarding and help keep trains on time.
  
  - Bikes Board Bikes First pilot continues at the piloted stations during weekday peak hours:
    - Northbound Trains
      - Sunnyvale
      - Hillsdale
      - Redwood City
      - Palo Alto
      - Mountain View
    - Southbound Trains
      - 22nd Street
  
- SF Weekend Caltrain Closure:
  - On October 6, 2018 through late spring 2019, trains will not serve the San Francisco or 22nd Street stations on weekends. Trains will terminate at Bayshore Station. Free bus service will be available for Caltrain riders from Bayshore Station to 22nd Street and San Francisco stations during regular weekend Caltrain service.

Bus schedules will be included in Caltrain's weekend timetable. Buses are ADA accessible and will have limited capacity for luggage and bikes onboard. In addition to the free bus service provided, there are other transit alternatives to get to SF that may work better for some passengers.

Details regarding ticketing, parking and special events during the tunnel closures are available on the Caltrain's dedicated webpage: [caltrain.com/SFWeekendClosure](http://caltrain.com/SFWeekendClosure).

- Platform Signage:
  - During construction, station platforms may need to be closed within the designated work segment which forces both Northbound and Southbound passengers to board on one side of the platform. Static signs are stationed on the platforms advising passengers to "look up and listen". The Visual Messaging System and audible station announcements reflect boarding instructions for passenger's respective train.

Please visit <http://calmod.org/construction/> for further work segment and construction details.

### **Communications/Incident Management (CICS)**

In the short-term (six-18 months), the taskforce is spearheading efforts:

- Software upgrade performed to the Predictive Arrival and Departure System and provided fixes to the system. Will continue to monitor.
- Vehicle signage improvements to be implemented with the new EMU's with electrification.

In the medium term (18-24 months), the taskforce is spearheading efforts to:

- Investigate potential of a Global Positioning System application available for train tracking on website.

### **Social Media**

Caltrain is committed to keeping our riders informed. As part of that commitment the Social Media Team is active on a number of social media platforms. Please visit [caltrain.com](http://caltrain.com) for further details

- The Social Media team is now utilizing Google Maps alerts for Caltrain service interruptions, both planned and for major incidents and has been added to Caltrain's messaging capabilities.

### **Conductor Training**

In the short-term (six-18 months), the taskforce is spearheading efforts to:

- Continue to identify training opportunities for conductors.

### **Customer Service**

In the short-term (six-18 months), the taskforce is spearheading efforts to:

- Trend customer complaints to establish patterns for improvements.
- Partner with the Rail Operations department to implement changes to better enhance the customer experience.

### **Fare/Ticket Vending Machine (TVM) Related Media**

In the short-term (six-18 months), the taskforce is spearheading efforts to:

- Continue to investigate Clipper Card issues.
- Continue to follow the progress of handheld Clipper reader capabilities.
- Caltrain Mobile Ticketing App
  - On February 10, 2018, Caltrain Mobile was officially launched. The application is provided by moovel North America, LLC who also supports Muni, VTA and BART. The mobile ticketing application mirrors the features of a Caltrain ticket machine; hence, customers can purchase One-way, Day Pass, Zone Upgrade, Joint VTA Day Pass and in some instances, special event tickets. Caltrain is working with the vendor to provide daily parking and trip planning.
  - Throughout 2018, near 300,000 tickets were purchased by approximately 55,000 unique users. Because the application is catered to occasional users, 72.3% of the riders purchased One-way ticket and the majority were Adults. Last December, the application was upgraded. In addition to the

user interface update, split payment, Apple and Google Pay were added for customer convenience.

- Quarterly Go Pass Pilot Program
  - Updates will be provided on a quarterly basis. Next update will be provided in March 2019.
- Early stages of possible procurement of new TVMs for FY19.
- Quarterly Caltrain Mobile Update
  - Updates will be provided on a quarterly basis. Next update will be provided in February 2019.

### Outreach Efforts

- Bike Security Outreach Effort
  - The bike security outreach effort continues to bring the following departments together—Operations, Planning, Outreach, Marketing, Social Media, Customer Service and Transit Police—to collect and examine data; develop and implement a process to adequately examine and consider the bike community’s concerns and explore potential solutions to improve bike security at stations and onboard.
- Construction Project Customer Communication
  - South San Francisco Station
    - Construction began January 2018.
    - Temporary Platform installed in March 2018.
    - A webpage was created at <http://www.caltrain.com/ssfstation>
  - Caltrain Electrification
    - A website has been created at CalMod.org that includes project information.
    - Monthly E-Newsletter with the latest electric train manufacturing photos, construction info, and more! Sign up at CalMod.org/Get-Involved.
    - [Launched webpage for the tunnel construction work at www.CalMod.org/SFtunnels.](http://www.CalMod.org/SFtunnels)
    - Launched [Rider Benefits Campaign](#) to thank riders for their patience during construction and engage them in CalMod benefits.
  - Grade Crossing Improvements Project
    - To enhance the safety at 15 grade crossings from San Francisco to San Jose.
    - Construction began June 2018 and will take approximately two weeks at each crossing.
    - Work hours will be Monday through Friday, 7:00 a.m. to 4:00 p.m.
    - A website has been created at [www.Caltrain.com/GCimprovements](http://www.Caltrain.com/GCimprovements) that includes project information and allows individuals to sign up for weekly updates.
    - A hotline (650.508.7726) and email ([construction@caltrain.com](mailto:construction@caltrain.com)) have been established.
  - Sunnyvale Station Rehabilitation Project
    - Construction began March 12, 2018.

- Customers were notified by multiple social media posts, distribution of a press release, and a mailer was sent to nearby residents.
- Customers at the station are being notified by onboard announcements, directional signage to assist riders in navigating the area, information in station display cases, and platform VMS signs.
- A website was created at <http://www.Caltrain.com/SunnyvaleStation> that includes project information and allows individuals to sign up for weekly updates
- A hotline (650.508.7726) and email ([construction@caltrain.com](mailto:construction@caltrain.com)) have been established.
- 25th Avenue Grade Separation Project
  - Construction continues on this safety improvement project.
  - In January, AT&T utility relocation will occur in the temporary parking lot near 31st Avenue.
  - In February, crews will install a new storm drain and a lane will be closed on S. Delaware between 31st Avenue and Pacific Blvd.
  - The website at [www.Caltrain.com/25thgs](http://www.Caltrain.com/25thgs) continues to be a resource for riders and the community, as it's continually updated with construction [information](#), presentations, and construction [photos](#).

### **System Cleanliness**

In the short-term (six-18 months), the taskforce is spearheading efforts to:

- Continue to monitor process improvement procedures to ensure equipment cleanliness.
- Continue to analyze results from customer/passenger survey and Train Ride evaluations to possibly implement processes improvements to enhance the customer experience, both onboard trains and at train stations.
- Implementing Station improvements in an effort to maintain a consistent look amongst all Caltrain stations.
- Caltrain continues to conduct quality assurance reviews on the new procedure that focuses on restroom cleanliness.



**JPB CAC Work Plan**

March 20, 2019

- Joint CAC/BAC Workshop on Electric Train Configuration as Related to Bikes

April 17, 2019

- Legislative Update
- Wi-Fi Update

May 15, 2019

- Camera System
- Visual Messaging System

June 19, 2019

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July 17, 2019

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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.