

**Peninsula Corridor Joint Powers Board (JPB)  
Board of Directors Meeting  
1250 San Carlos Avenue, San Carlos CA 94070**

**MINUTES OF APRIL 2, 2015**

**MEMBERS PRESENT:** J. Cisneros, M. Cohen, J. Gee, R. Guilbault, T. Nolan,  
A. Tissier (Chair), P. Woodward

**MEMBERS ABSENT:** A. Kalra, K. Yeager

**STAFF PRESENT:** J. Ackemann, J. Averill, J. Cassman, A. Chan, D. Couch,  
J. Hartnett, C. Harvey, R. Haskin, M. Lee, M. Martinez, N. McKenna,  
V. O'Brien, M. Simon, S. van Hoften

Chair Adrienne Tissier called the meeting to order at 10:05 a.m. and led the Pledge of Allegiance.

**PUBLIC COMMENT**

Shirley Johnson, San Francisco Bicycle Coalition (SFBC), said there were 427 reported bike bumps in March, the most ever. She thanked the Board for adding bike cars to the Bombardier trains. She said Caltrain's online bump format and tweets do not include the total number of bikes bumped. She said she would like to work with staff to create a better bump report method.

Tom Harrington, Global Commute Solutions Leader, Intuit, and Secretary, Mountain View Transportation Management Association, said Caltrain has had an unusually high number of service disruptions over the last few months, and its contingency plans are not working. He asked for comprehensive contingency plans to be shared with riders and implemented when there are delays. Communications on the train, station announcements, signs, and online alerts are often contradictory. He said Caltrain is losing riders due to this uncertainty.

Roland Lebrun, San Jose, said Caltrain should allow passengers to report on a web form that they did not get a seat. Caltrain should have bike counters on the train to tell in real time if the bikes were really there, if they were bumped for no reason, and if the trains are at capacity.

Greg Conlon, Atherton, said the California Public Utilities Commission (CPUC) is responsible for rail safety, and the year he was president there were 20 fatalities. The Ravenswood fatality is putting pressure on the JPB and community to do something. Quad gates are not that expensive and would help some communities.

Andrew Boone, Bicycle and Pedestrian Advisory Committee of the City/County Association of Governments of San Mateo County, said Caltrain is behind on bike lockers, especially electronic bike lockers, given the growth of bike users on Caltrain. More bike lockers should be placed at the busiest stations.

## **CONSENT CALENDAR**

- Approval of Minutes of March 5, 2015
- Acceptance of Statement of Revenues and Expenses for February 2015
- Authorize Disposition of Five Service Support Vehicles
- Authorize the Filing of Applications for State Proposition 1B Transit Security Grant Program Funds to Receive \$939,246 in Fiscal Year 2014/2015 for Transportation Security Projects
- Authorize the Filing of Annual Cap and Trade Funding Applications and Certifications and Assurances to Receive California Low Carbon Transportation Operations Program Funds

Motion/Second: Gee/Nolan

Ayes: Cisneros, Cohen, Gee, Guilbault, Nolan, Woodward, Tissier

Absent: Kalra, Yeager

### **Authorize Submitting an Application for Transit Performance Initiative Program Funding to the Metropolitan Transportation Commission for \$1,509,386 and Committing Matching Funds to Help Fund the Installation of a New Control Point on the Caltrain Main Line in San Carlos and Map-Based Real-Time Schedule Information for Caltrain.com**

This item was removed from the consent calendar for public comment.

#### Public Comment

Roland Lebrun, San Jose, said this should have gone to the Citizens Advisory Committee (CAC) first. He said the CAC would have discussed how the Santa Clara Valley Transportation Authority (VTA) uses Wi-Fi to provide train locations. He said he doesn't understand how a control point costs \$5 million. A control point would be needed at every crossing.

Motion/Second: Nolan/Cohen

Ayes: Cisneros, Cohen, Gee, Guilbault, Nolan, Woodward, Tissier

Absent: Kalra, Yeager

## **CHAIRPERSON'S REPORT**

Chair Tissier welcomed Jim Hartnett, Executive Director, to the agency.

Director Perry Woodward requested the Board to adjourn the meeting in memory of Michael Johnson, San Jose Police Officer, who died in the line of duty.

## **REPORT OF THE CAC**

Adina Levin, CAC member, said at the meeting of March 18, the CAC:

- Discussed the potential of implementing quiet cars. Some members supported the idea, others raised concerns about crowding and feasibility.
- Discussed schedule integration and the challenges of a complex schedule.
- Discussed potential changes to the by-laws and making more direct recommendations to the Board.

#### Public Comment

Robert Kirby, Sunnyvale, said he raised the issue that VTA should better integrate with Caltrain. He asked the Board to consider requesting VTA buses to meet trains as there is

no policy currently in place.

## **REPORT OF THE EXECUTIVE DIRECTOR**

### **Proclamation Declaring April 9, 2015 Stand Up for Transportation Day**

Jayme Ackemann, Manager, Communications, said Stand Up for Transportation Day is an American Public Transportation Association–led event across the nation. All nine Bay Area counties are participating with the Metropolitan Transportation Commission (MTC) at an event at the Transbay Terminal in San Francisco to raise voices about the need to invest in transportation infrastructure funding.

Motion/Second: Gee/Guilbault

Ayes: Cisneros, Cohen, Gee, Guilbault, Nolan, Woodward, Tissier

Absent: Kalra, Yeager

### **Caltrain Modernization (CalMod) Update**

Marian Lee, Executive Officer, CalMod Program, said:

- Installation of the Communications-based Overlay Signal System (CBOSS)/Positive Train Control (PTC) is continuing in the vehicles and along the corridor. Most of the corridor work is occurring during the day between San Francisco and Redwood City. Testing is being done at grade crossings in the evenings. No complaints have been received from communities, possibly due to the coordinated updates staff is providing.

Dave Couch, Project Delivery Director, provided the Peninsula Corridor Electrification Project Delivery Quarterly Update:

- Electrification Procurement Request for Proposal (RFP) released on February 27
  - Funding partners/proposers input
  - Provided to six prequalified proposers
  - Public posting [www.caltrain.com/calmod](http://www.caltrain.com/calmod)
  - Pre-proposal conference and Disadvantaged Business Enterprise (DBE) outreach on March 17 and 18, respectively
  - Amendment #1 issued
  - To be completed
    - Additional amendments
    - Evaluation and selection
    - Board approval and award contract (fall 2015)
- Vehicle Procurement
  - Caltrain Operations Review
    - Compatibility with existing diesel fleet
    - Operational impact with platform modifications
    - Capability to convert to high-level boarding
    - Community sensitivity to raised platforms
    - System and high-speed rail station benefits
    - Utilization of traps
    - Onboard lifts and/or mini highs at 24-inch and/or 48-inch levels
  - Next Steps
    - March to April: complete Operations review (compatible boarding heights)

- April to June: public discussion on bikes/seats/bathrooms and compatible boarding heights
- July: Board action/release RFP
- Winter 2015/2016: award contract

#### Public Comment

Roland Lebrun, San Jose, thanked the Board for posting the electrification RFP online. He said this RFP does not include tunnels. To minimize risk, the RFP should be broken up into separate packages by county, and then the same bidder could bid for all three. He said there is no mention of platform heights and the impact it could have on station modifications. Volume 4 is missing from the website. There is no mention of the financial state of the bidders, and one bidder just suffered its highest loss ever. He said there are six manufacturers for the Electric Multiple Unit (EMU) Request for Information, but that list does not include Siemens or Alstom. He said the California High-speed Rail Authority (CHSRA) is meddling with the Caltrain EMU procurement.

Doug DeLong, Mountain View, said CHSRA will cost Caltrain and Metrolink a lot of money because they don't want to use duplex train sets.

Andy Chow, Bay Rail Alliance, said he is concerned with the potential platform compatibility with CHSRA. It is desirable to have common heights, but the JPB could be repeating a mistake if Caltrain adopted a high boarding height like the San Francisco Municipal Transportation Agency did 30 years ago. High steps create a hazard, add dwell time, and all the other cities along the line, including those with historic stations, will have high platforms the cities did not ask for.

Jeff Carter, Millbrae, said the priority is Caltrain, regardless of CHSRA. CHSRA should not dictate to Caltrain or Metrolink the platform heights. Level boarding is very important. CHSRA should accommodate Caltrain's needs.

Adina Levin, Friends of Caltrain, said the summary findings include options for eight-car trains and full fleet replacement. It would be excellent if this could be done as a part of the original process to get capacity in the system. She said the concerns she hears most are about capacity and keeping up with growth.

Director Tom Nolan said he would like a special meeting or workshop before the July decision to go through the fundamental issues regarding level boarding. He said he would like CHSRA to attend to speak about their perspective.

Mr. Hartnett reported:

- He will look into subject areas of interest to the Board where there is an opportunity to have in-depth discussions and workshops.
- Staff is looking into live-streaming Board meetings.
- Many of his activities since beginning this job relate to electrification and modernization. The relationship of CHSRA will be an important part of his focus in addition to the specific issue of level boarding.

## **Performance Report**

Chuck Harvey, Deputy CEO, said

- Key Caltrain Performance Statistics February, 2015 compared to February 2014
  - Monthly Performance Statistics:
    - Total Ridership was 1,362,580, an increase of 9.2 percent.
    - Average Weekday Ridership was 56,141, an increase of 9.5 percent.
    - Total Revenue was \$6,430,483, an increase of 13.5 percent.
    - On-time Performance was 88.1 percent, a decrease of 7.7 percent.
- Special service:
  - Staff participated with VTA in serving the WrestleMania event. SamTrans buses were used for the bus bridge on an emergency basis.
  - Staff has a planning meeting with the National Football League for Super Bowl 50.
  - Giant's baseball begins today.
- The 16 new Metrolink railcars are being moved and should be here in the next 48 hours. Staff will expedite getting a few of them cleaned up and into service.

## Public Comment

Adina Levin, Friends of Caltrain, thanked the Board for looking into streaming meetings.

## **EXPRESSING THE CONCERN OF THE BOARD OF DEATHS BY SUICIDE ON THE CALTRAIN RIGHT OF WAY, SAFETY, PREVENTION AND EDUCATION EFFORTS, AND NEWS MEDIA RESTRAINT**

Victoria O'Brien, Lieutenant, Transit Police, said the Transit Police get unwavering support from JPB staff. She said she is allowed to hand-select the deputies who work in the Transit Police Bureau.

- Transit Police training includes Crisis Intervention Training (CIT), a 40-hour class, focused on communication, education, safety and diversion, community confidence and collaboration.
- Transit Police also engage in the High-intensity Strategic Enforcement Program, where the Transit Police are highly visible at grade crossings where citizens engage in unsafe behavior and have given more than 350 citations in 2014.
- Current Rail Safety Enforcement
  - Removed more than 350 trespassers from Caltrain property
  - Prevented 40 possible suicide attempts by taking people into protective custody and transporting them to emergency treatment facilities
  - Provide education to individuals who were found illegally accessing Caltrain property
- Railway Safety
  - Crisis notification/speed restriction – Transit Police have the ability to ask the train to slow down and be aware that a trespasser is on the right of way
  - Reduce right of way access
  - High visibility – Transit Police are out as much as possible at events and on the railway educating people every day.

Director Malia Cohen asked if the people removed from the right of way are tracked to see if there are repeat offenders. Lieutenant O'Brien said if a person is cited, they are in

a database, and if someone is continually cited, a restraining order could be used. Many trespassers are from homeless encampments adjacent to the property. Many people simply need to be educated about the dangers.

Director Cohen asked if there has been an increase in the number of citations and how numbers have increased over time. Lieutenant O'Brien said yes, citations increase with the availability of officers. Transit Police are proactive and reactive after preventable accidents. She said it is more of an educational issue than a disciplinary issue.

Director Cohen asked if the officers assess the people they cite to see if it is a mental health issue, or if other factors are driving why the person is on the right of way. Lieutenant O'Brien said when deputies make contact with a citizen, they assess whether people are on the right of way on purpose, if they have problems at home, if it is because they are not paying attention, or if it is some other component. Transit Police often rely on citizens to report people on the tracks at 1-877-SAF-RAIL.

Director Cohen asked if Transit Police get training in responding to persons with mental health issues. Lieutenant O'Brien said that is the CIT training her deputies are required to complete.

Director Cohen asked what other agencies the Transit Police works with. Lieutenant O'Brien said that Transit Police works with every law enforcement agency from San Francisco to Gilroy. She said her detective attends three different CIT meetings a month throughout San Mateo County and is up to date on trends. A deputy is also assigned to the psychiatric emergency response treatment center.

Director Cohen asked how many officers are assigned to this detail and how many stations they are patrolling. Lieutenant O'Brien said she has eight deputies and two sergeants and they patrol all 34 stations along the line.

Director Nolan asked if there is any kind of pattern with suicides. Lieutenant O'Brien said it is not predictable and there is no trend.

Director Rose Guilbault asked if there is a pattern of location. Lieutenant O'Brien said no.

Mr. Harvey said the vast majority of fatalities occur near grade crossings.

Chair Tissier asked if suicides come in waves. Mr. Harvey said experts call it contagion because it becomes suggestive.

Mr. Harvey presented:

- Engineering
  - Grade separation/pedestrian crossings
    - Eliminated crossings
    - Street closures
    - Pedestrian undercrossings have been built
  - Holdout-rule station remodels
    - Two stations have closed, at Paul Avenue and Bay Meadows

- Fifteen stations have been remodeled
- Four holdout stations remain, at South San Francisco, Broadway, Atherton, and College Park
- Grade crossing safety improvements
  - A hazard analysis was conducted and several key projects were designed and delivered, including a quad gate pilot program, median dividers, crossing gate design, signage, warning lights, emergency exit gates, and increasing train approach warning time
- Fencing/signage
  - Eliminated short-cutting opportunities
  - Identified high-risk areas
  - Long-term goal is to ensure continuous fencing in place on at least one side of the corridor
  - Maintain critical access to right of way for maintenance, repair, and emergency response
  - Seek external funding. Nearly \$9 million has been spent since 2005, and about \$500,000 a year is allocated from the State Proposition 1B Safety and Security funding
  - Signs tell drivers to not stop on tracks at crossings, tell people not to trespass, and display a suicide prevention hotline phone number for people having a mental health crisis
- Technology
  - PTC will eliminate red signal or routing violations, enforce track speed limits, prevent train-to-train collisions, and improve roadway worker safety
  - Grade crossing occupancy sensors exist, and staff will research the possibility, but it has not been widely applied in North America
  - Cameras, sensors, warnings technology has not yet been applied to an open railroad corridor. Staff has scheduled a meeting with a potential provider to better understand how it may be applied

Director Cohen asked if the Board could direct the lobbying team to advocate more to increase the funding.

Mark Simon, Executive Officer, Public Affairs, said the Proposition 1B funding is assigned by formula and is all gone, but other funding opportunities could be pursued.

Mr. Simon said:

- Caltrain is part of a community that has been plagued with deaths by suicide.
- The JPB is committed to being part of the effort to address the problem.
- The average number of deaths by suicide per year from 2010 to 2012:
  - San Mateo County: 68
  - Santa Clara County: 151
  - San Francisco County: 88
  - Total: 307
  - On Caltrain tracks: 12
- Fatalities on Caltrain Tracks between 2004 and 2013
  - Average suicides: 10
  - Average unintended deaths: 2.3

- Total average per year is 13
- Fatalities on Caltrain right of way in 2015 to date: 10
- Community outreach
  - Project Safety Net
  - San Mateo County Suicide Prevention Committee
  - Santa Clara County Suicide Prevention Taskforce
  - Operation Lifesaver
  - Out of the Darkness
  - Annual rail safety events
- Community reaction includes requests to slow trains, electrify fences, or to add cameras, lights, and guards
- Experts say the way to prevent suicide is to eliminate the means, which would mean stop running trains, block off streets, or grade-separate the railroad. This would not serve the customers as the railroad is intended, and grade crossings are very expensive and take years to build.
- News media impacts
  - The amount of attention drawn by the news media and the way the media covers fatalities can affect the issue. The amount of information reported by the media has gotten more specific, which can contribute to suicide contagion.
  - The Society for Professional Journalists revised its code of ethics and proposed including language about covering suicides that happen in a public place.
  - Staff includes reporting guidelines whenever they communicate with media about these incidents.
  - Staff may have another meeting with editors and suicide professionals to improve coverage.

Chair Tissier asked if there are trends with gender. Mr. Simon said historically the data trends toward middle-aged men.

#### Public Comment

George Kranen, Belmont, said the presentation focused on prevention, and he asked about coping. He said suicide is a fact of life and thousands of riders are affected. He asked what is done for them. He said the Board should pursue legislation to reduce the requirement for investigations of suicides. The JPB should use analytics to optimize bus bridges around an incident.

Andy Chow, Redwood City, applauded staff and Transit Police for their efforts to reduce suicides and for interventions. He believes the media is part of the problem. He recommend that Caltrain adopt an alert system similar to a forest fire warning, because there is a need for public information, but one that keeps the gory nature of an incident private.

Greg Conlon, Atherton, said something needs to be done immediately. The JPB needs a grade separation plan. Building a trench takes the railroad out of action. The California Transportation Commission (CTC) needs to get involved. He said 30 years ago, the CPUC began getting \$15 million a year for railroad crossings, but that has not been adjusted for inflation, and \$15 million does not even cover one intersection.

Legislation needs to be done to increase that amount. The Board could do workshop with the CPUC and CTC to get a plan with specific steps.

Jim Bigelow, Menlo Park Chamber of Commerce, supports this resolution. He said he doesn't know how to prevent suicides, but there should be groups for people with problems to talk to so they can get help.

Doug DeLong, Mountain View, complimented staff on cleaning out homeless encampments. Surplus materials and scrap equipment were removed, and landscaping was done. This improves sightlines for staff.

Tom Harrington, San Mateo, said there was a seminar by the National Transportation Safety Board about trains and trespassing and ending tragic encounters. It is available online and answers many questions relevant to this conversation.

Shirley Johnson, SFBC, said that this is a complicated problem and she supports everything staff is doing and she understands how emotionally difficult it must be to deal with this issue.

Jeff Carter, Millbrae, said this is difficult and emotional and he thanked staff for dealing with it. People are affected when they hear about suicide by train. He said he hopes more can be done to educate the press on suicide reporting.

Andrew Boone, East Palo Alto, said a solution for preventable accidents could be to lengthen the time for lights to start flashing and arms to start lowering before the train arrives at the crossing. More grade separations should be done faster. He said the first step is to identify how much it would cost to grade separate the entire corridor.

Director Cohen said it is important to make it clear the JPB takes this issue seriously. She said she discourages sensationalizing media headlines of suicide reporting. Science backs up the fact that news coverage can make the problem worse or that it could make the problem better. The agency has a responsibility to put forth quality policy measures and increase safety. This is not just a Caltrain problem, it is a community problem, and resources are available to help people. The resolution before the Board is a public statement acknowledging the JPB is committed to being a part of the solution. Money should not be the problem. Some municipalities are having more serious conversations about grade separations. Something different needs to be done and the first step is a simple resolution.

Motion/Second: Cohen/Nolan

Ayes: Cisneros, Cohen, Gee, Guilbault, Nolan, Woodward, Tissier

Absent: Kalra, Yeager

Mr. Hartnett said the entire organization takes the issue very seriously. It directly affects staff personally and professionally. Staff members are passionate about seeking every possible means to solutions. He will be taking a fresh look at the analytics.

**AUTHORIZE AWARD OF CONTRACT TO STEINY AND COMPANY, INC. IN THE TOTAL AMOUNT OF \$478,900 FOR TICKET VENDING MACHINE (TVM) STATION SITES PREPARATION**

Mr. Harvey said this work is being done to improve the reliability of the TVM system, cabling and communication lines.

Motion/Second: Nolan/Cisneros

Ayes: Cisneros, Cohen, Gee, Guilbault, Nolan, Woodward, Tissier

Absent: Kalra, Yeager

**AUTHORIZE REJECTION OF ALL BIDS FOR THE BAYSHORE STATION PAINTING PROJECT**

Mr. Harvey said the lowest bidders used incorrect bid forms, so their bids are not responsive and this cannot be waived as a minor irregularity. He said typically, staff would go with the next lowest bidder, but in this case, the next lowest bidder is well over the engineer's estimate and the available funding to do this project. Staff is asking the Board to reject the bids from Euro Style Management, Inc., Everlast Builders, Inc., Jeffco Painting and Coating, Inc., and Certified Coatings Company, so that staff can review the scope of the project, seek additional capital funding, and go back out to bid.

Motion/Second: Nolan/Gee

Ayes: Cisneros, Cohen, Gee, Guilbault, Nolan, Woodward, Tissier

Absent: Kalra, Yeager

**AUTHORIZE REJECTION OF SINGLE BID FOR INSTALLATION OF EQUIPMENT ASSOCIATED WITH THE SAN FRANCISCO BICYCLE PARKING FACILITY TENANT IMPROVEMENTS**

Mr. Harvey said there is a new operator at this facility who is looking for ways to increase capacity. Staff went out to bid for some work but the price that came in from Rockridge Builders was much higher than the estimated value. Staff and the operator came up with some good ideas to re-purpose some of the existing space and increase capacity without spending unreasonable sums of money.

Motion/Second: Gee/Cisneros

Ayes: Cisneros, Cohen, Gee, Guilbault, Nolan, Woodward, Tissier

Absent: Kalra, Yeager

Chair Tissier said the following items will be postponed until the next meeting:

ANNUAL PASSENGER COUNTS PRESENTATION

ASSESSMENT OF THE FISCAL YEAR 2015 FUEL HEDGING PROGRAM

**LEGISLATIVE UPDATE**

Chair Tissier said this item will be postponed until the next meeting, but a member of the public would like to comment.

Public Comment

Roland Lebrun said Senate Bill 650 is not in the agenda packet. It will extend the PTC implementation deadline from 2015 to 2020. Staff should come to Board to give an analysis on this bill and its impact on the implementation of the CBOSS system.

**CORRESPONDENCE**

No discussion.

**BOARD MEMBER REQUESTS**

None

**GENERAL COUNSEL REPORT**

Chair Tissier said this item will be postponed until the next meeting.

**DATE/TIME/PLACE OF NEXT MEETING**

The next meeting will be Thursday, May 7, 2015, 10 a.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

Adjourned at 12:04 p.m. in memory of Officer Michael Johnson.