



JPB Citizens Advisory Committee
1250 San Carlos Avenue, San Carlos, CA 94070
Bacciocco Auditorium, 2nd Floor

BOARD OF DIRECTORS 2021

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JIM HARTNETT
EXECUTIVE DIRECTOR

February 17, 2021 – Wednesday

5:40 p.m.

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to the provisions of the [Governor's Executive Orders N-25-20](#) and [N-29-20](#).

Committee members, staff, and the public may participate remotely* via the Zoom website at <https://zoom.us/j/94666856804?pwd=UIFwQzNrYXJpbTRlejkvRmgwRDIXZz09> for audio/visual capability or by calling 1-669-900-9128, Webinar ID: 946 6685 6804 for audio only. The video live stream will be available after the meeting at <https://www.caltrain.com/about/bod/video.html>

Public Comments: Members of the public are encouraged to participate remotely. Public comments may be submitted to cacsecretary@caltrain.com prior to the meeting's call to order so that they can be sent to the Committee Chair as soon as possible, while those received during or after an agenda item is heard will be included into the correspondence and posted online.

Oral public comments will also be accepted during the meeting through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM and each commenter will be automatically notified when they are unmuted to speak for three minutes or less. The Committee Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Items in bold are CAC member-requested presentations.

1. Pledge of Allegiance
2. Roll Call
3. Approval of Meeting Minutes of January 20, 2021
4. Public Comment for Items Not on the Agenda
Public testimony by each individual speaker shall be limited to three (3) minutes
5. Chairperson's Report
6. 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.
7. Website Update (Jeremy Lipps)
8. San Francisco Downtown Extension Update (Sebastian Petty)
9. Staff Report (Joe Navarro)
 - a) Customer Experience Task Force Update
 - b) JPB CAC Work Plan Update
10. Date, Time and Place of Next Meeting
March 17, 2021 at 5:40 p.m., via Zoom teleconference or at the Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.
11. Adjournment

All items on this agenda are subject to action

CAC MEMBERS: **San Francisco City & County:** Martin Romo, Rosalind Kutler, Brian Shaw (Chair)
San Mateo County: Anna Cristina Dagum, David Tuzman, Adrian Brandt (Vice Chair),
Santa Clara County: Larry Klein, Patricia Leung, Patrick Flautt

INFORMATION FOR THE PUBLIC

If you have questions on the agenda, please contact the Committee Secretary at 650.508.6347 or cacsecretary@caltrain.com. Agendas are available on the Caltrain Web site at www.caltrain.com.

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

Date and Time of Regular Meetings

The JPB Citizens Advisory Committee (CAC) meets regularly on the third Wednesday of the month at 5:40 pm at the San Mateo County Transit District Administrative Building.

Location of Meeting

Due to COVID-19, the meeting will only be via teleconference as per the information provided at the top of the agenda. The Public may not attend this meeting in person.

Public Comment

Members of the public are encouraged to participate remotely. Public comments may be submitted to cacsecretary@caltrain.com prior to the meeting's call to order so that they can be sent to the Committee Chair as soon as possible, while those received during or after an agenda item is heard will be included into the correspondence and posted online.

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Accessible Public Meetings/Translation

Written materials in appropriate alternative formats, disability-related modification/accommodation, as well as sign language and foreign language interpreters are available upon request; all requests must be made at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email titlevi@samtrans.com; or request by phone at 650-622-7864 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, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070**

MINUTES OF JANUARY 20, 2021

MEMBERS PRESENT: A. Brandt (Vice Chair), A. Dagum, P. Flautt, R. Kutler, P. Leung, N. Mathur (Alternate), K. Maxwell (Alternate), D. Tuzman, B. Shaw (Chair)

MEMBERS ABSENT: L. Klein, M. Romo

STAFF PRESENT: B. Fitzpatrick, J. Navarrete, J. Navarro, D. Provence, B. Zhang

Due to COVID-19, this meeting was conducted as a teleconference pursuant to the provisions of the Governor's Executive Orders N-25-20 and N-29-20, which suspends certain requirements of the Ralph M. Brown Act.

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

APPROVAL OF MINUTES OF DECEMBER 16, 2020

Motion/Second: Flautt / Leung

Ayes: Brandt, Dagum, Shaw, Tuzman

Absent: Klein, Kutler, Romo

R. Kutler joined at 5:54 p.m.

PUBLIC COMMENT

Roland Lebrun, San Jose, via Zoom Q&A, mentioned that the TASI contract that was approved by the Board is basically an evergreen bundled contract that essentially allocated 100% of Measure RR for the next six years. He stated that there was no need to renew the contract because it was not up for renewal for another 18 months. He stated that it is a shame because Stadler will maintain, not just the EMUs, but diesel trains as well. He stated that he has made discoveries regarding Constant Time Warning and advised the committee that he would be sending correspondence on that matter. Roland also stated that Dual Speed Check is the solution, and it appears to be on track. Lastly, he mentioned that it concerns him that staff continues to pursue an item on the CBOSS contract, trains telling the gates what speed is approaching via radio and advised that it needs to stop.

Aleta Dupree, via Zoom Q&A, asked the Committee for their advocacy in engaging with this new administration to keep this railroad running. She mentioned that the

electrification project is essential, however is concerned with the low productions of foundations. She then stated that during COVID era, fare collection should receive attention with greater outreach of Clipper and Clipper Start. She also mentioned with upgrading vending machines and moving toward a paperless system of managing fare. She is looking forward to a big and productive year for Caltrain and to always be relevant to the future.

CHAIRPERSON'S REPORT

Chair Brian Shaw shared his hope, with the new administration, to see things happen for Transit in America that have been long overdue and hopes that Caltrain and the region is positioned to make use of that opportunity.

Public Comments:

Roland Lebrun, San Jose, via Zoom Q&A, advised the committee that the VTA General Manager turned in her resignation effective the day prior as she has been asked to join the Biden administration as be the Director of the Federal Transit Administration. He stated that her new position may be favorable to Caltrain as the federal money would not be sent only to BART and hopefully would send some of it Caltrain's direction.

COMMITTEE COMMENTS

Member Patrick Flautt provided an update about the website development for Caltrain. He stated that he was pleased with the direction the team is heading. He then advised the committee that a full presentation from the development team would be presented soon with further details. Chair Shaw thanked Member Flautt for investing his expertise to Caltrain.

Member David Tuzman made an informal request for a presentation compiling what type of funding sources and mechanisms would Caltrain pursue. He stated that he would follow-up with an email to staff with further details to Agendize for a future meeting. Member Tuzman then stated that MTC is in the early stages of a fare integration study. He stated that it is important keep focus on the experience of riders, the convenience, equity and affordability as well as having a system that is nice and attractive to riders where ridership can increase. Lastly, he stated that he has heard talks of Caltrain governance and hopes that it does not get in the way of finding a good solution for fare integration. Chair Shaw mentioned that staff provided the Committee with their Government Legislative Agenda and can be found in the December or November meeting minutes, however if Member Tuzman would like specific information, to provide staff an understanding of what is being asked so that they may provide feedback and information in that regard.

Member Rosalind Kutler thanked Patrick for working on the website and hopes that the committee will have a chance to provide input as the process moves along.

Vice Chair Adrian Brandt expressed the importance Air Quality control on the train. He shared that the Washington Post reported that Germany decided to make it mandatory for people riding on transit to use medical style masks. Member Brandt

stated that with the building of the new trains, air filtration needs to be a priority. He then shared that Redwood City is doing a major Grade Separation study and Transit District study and that the city council will be having a presentation and taking public comment on the ongoing alternative analysis at their next meeting agenda Monday, January 25th. He stated that it is a really important issue, because it will be the passing track central hub as Redwood City is the approximate midpoint of the Caltrain service and it will be the key to making the business plan work well.

Member Kutler mentioned that Redwood City did a nice job of using untraditional and not just social media for getting out the word about the information. They used an empty storefront and did a four-panel layout of what the issues are and what community input they needed. She stated that, that type of walk-by marketing and outreach is very effective in addition to social media and hopes Caltrain will think about doing those kinds of events.

Vice Chair Brandt requested staff to consider rethinking and repricing the monthly pass to lure ridership back as many riders are now telecommuting.

Public Comments:

Roland Lebrun, San Jose, via Zoom Q&A, asked whether the new EMU's will have bike counters. He then stated that regarding the rebranding of Caltrain, a private sector can be more innovative than a Transit Agency. He then addressed Member Brandt's comment and stated that N95 masks are not available to the general public in the United States. He then stated that the trains being tested in Pueblo at TTCL, the same location where the EMU's will be tested are revising the ventilation flow and are changing it from horizontal ventilation, to vertical just like in an aircraft. Roland then stated that there will be no way to ever get four tracks in downtown Redwood City or High-Speed Rail platforms. Lastly, regarding ridership, he stated that the last time table update was no use to anybody and hopes that staff reports good news about the ridership since the update in December.

Aleta Dupree, via Zoom Q&A, stated that website improvements should be mobile focused. She then mentioned that the way to solve the fare problem, passes versus single rides, is fare capping because there are some people that will use the system frequently and some people that will telecommute forever. Regarding population on train cars, she mentioned that it is possible to show how crowded a train is as the technology exists in Las Vegas. Lastly, she stated that wearing a mask is essential.

Jeff Carter, Millbrae, via Zoom Q&A, mentioned regarding the website and mobile devices, not everyone has a mobile device. He then stated that Caltrain should consider bringing back the 20-ride ticket or x-ride ticket for people that do not ride the train as frequently and to continue to provide the monthly pass at a reasonable discount.

ELECTRONIC BICYCLE LOCKER UPDATE

Dan Provence, Principal Planner, provided the Electronic Bicycle Locker Update.

The full Power Point presentation can be found on caltrain.com

Committee Comments:

Member Flautt asked who the vendor is providing the bike lockers, and who is in charge of the pricing per locker. Dan Provence responded that eLock Technologies is the vendor and operate BikeLink so cards are available at bikelink.org. and that Caltrain sets the pricing. Member Flautt mentioned that the pricing seems low and Mr. Provence responded that staff is trying to encourage use of the lockers and that it is the standard pricing.

Member Kutler asked Mr. Provence for literature or his contact information to share. Mr. Provence stated that his team is working on doing outreach and have mailed letters to current key locker customers. He also stated that they have talked to the vendor about doing some in-person promotion at the stations and looking for other creative ways to touch base with people.

Vice Chair Brandt stated that according to the presentation the first funded batch of 632 eLockers would be installed by the end of 2023, he said that it would be nice to see numbers and more visibility to the rollout schedule. He then asked what the numbers are at the various stations. He then suggested that since the eLockers are internet connected devices, the vendor should implement a feature whereby customers could go online and check locker availability and the ability to rent the locker online. Mr. Provence stated the vendor is looking to rollout an app that deals with those concerns, checking availability in advance and reserving the space.

Member Tuzman asked about the user experience, if they are not yet signed up or connected to Clipper is there a way to sign-up for an eLocker at the station, in the moment. He also asked whether staff has the flexibility to move and redistribute eLockers if it is determined that there are too many at one station. Lastly, he asked what the time limit is and whether there is a point at which the eLocker company would take the locker into long term storage for pick-up, if customers were abusing the system. Mr. Provence responded that if the customer has mobile capability, they can go online and set up an account link to their Clipper. He also mentioned that there are vendors that sell bike link cards that are pre-loaded cards, for example the coffee shop around the corner from the 22nd Street station sells them. This is also a cash option for those that are unbanked. Lastly, he stated that yes there will be flexibility to move the lockers around.

Alternate Member Kathleen Maxwell asked whether all sides, including the top, of the lockers are perforated and if so, was that to decrease their appeal to perhaps homeless population. Mr. Provence responded that they are not perforated on top, they have a solid roof, but yes, the sides have perforations and helps Security look in and see what is going on in there.

Member Patricia Leung asked whether there are any plans to acquire more casual users for the system. Mr. Provence stated that his team is still developing ways to rollout

the program and looking at ideas for outreach via social media and perhaps station events and is open to suggestions.

Member Tuzman stated that there is potentially a lot of customer who are not aware that they can leave their bikes parked at the station and besides the bike coalitions, whether staff has a list of local organizations like that. Mr. Provence stated that staff is open to hearing from customers who have ideas. He stated that staff will be working with the San Francisco Bike Coalition and the Silicon Valley Bike Coalition and is open to touch base with all those types of groups.

Member Flautt offered his help to connect with the Silicon Valley Bicycle Coalition and many other Regional Associations of bikers, if help with outreach is needed. Mr. Provence thanks Member Flautt.

Chair Shaw suggested looking at charging a premium for the online reservations versus the walk ups. Mr. Provence thanked Chair Shaw.

Vice Chair Brandt asked whether there is a maximum time limit and what will be done if someone leaves their bike in the locker. He then asked how many lockers each of the stations are getting initially. Mr. Provence responded that they usually allow seven to ten days, however it will be up to Caltrain to figure out the maximum length and that the language will be in the user agreement. He then stated that the vendor would deal with items left in the locker and place the unclaimed bike in storage and work with the customer to retrieve it. He then stated that as far as the numbers of lockers, staff is looking at 16 spaces at most stations to start with. At Diridon, looking to start with 32 and then 16 at the other four stations that were listed. He stated that ridership will be considered.

Chair Shaw asked whether the eLockers can be stacked and Mr. Provence confirmed that there are stackable models and are being looked at.

Member Leung suggested outreach to monthly parking passengers as they may want to change the mode of transportation and utilize their bike. She also suggested with charging premium, perhaps following the Clipper way of charging the full fare for a 24-hour reservation then credit back the unused time upon return.

Public Comments:

Roland Lebrun, San Jose, via Zoom Q&A, shared his appreciation for the two-phase approach where the data from the first phase will drive the second phase. He then suggested to create an app that combines both the onboard train capacity and the eLocker availability so that passengers can make their whether to bring their bike onboard or leave it parked at the station. He then asked again whether there will be bike counters onboard. He then requested staff to confirm whether these lockers 100% funded by a grant, and if not, asked where the money is coming from. He then stated that the incentive is wrong because Caltrain is charging to leave bikes in a locker and not charging to ride the train. Roland suggested an alternative, that if the passenger uses Clipper to pay for the eLocker and then boards the train, the passenger will

receive a discount for using the locker. This may be applied for those that qualify for the means-based fare. Lastly, Roland suggested outreaching out to Google for the Diridon station.

Jeff Carter, Millbrae, via Zoom Q&A, asked thanked Mr. Provence for the presentation and for implementing a better bike locker program than what currently exists and providing more alternatives for bike storage.

TRANSIT ORIENTED DEVELOPMENT POLICY

Brian Fitzpatrick, Director, Real Estate and Property Development, presented the Transit Oriented Development Policy

The full Power Point presentation can be found on caltrain.com

Committee Comments:

Member Leung referred to the AMI targets and mentioned that they are aggressive and asked whether it is per site or overall, for all properties. Mr. Fitzpatrick responded that the Board adopted a policy and wants to try to go for 30% per site. Member Leung then asked how much influence can the Caltrain policies have over the other agencies and municipalities on how to develop and help encourage growth for Caltrain and facility development. Mr. Fitzpatrick responded that when Caltrain owns property in a specific city and that property is going to be used for development, Caltrain is subject to the Land Use Authority of the city. Additionally, Caltrain works very closely with VTA and have extremely sophisticated Transit Oriented Development both policy and staff and says that both agencies share the vision for what should happen around transit stations.

Member Kutler asked whether Caltrain has influence with the stalled project at Bayshore. Mr. Fitzpatrick responded that even though Caltrain is a regional authority, Caltrain does not have the ability to usurp land use authority from cities when it is Caltrain property. In the case of Bayshore, where it is not Caltrain property, in terms of local city development, Caltrain encourage and help provide expertise, but cannot tell a local city what to do or how to do it.

Vice Chair Brandt asked Mr. Fitzpatrick to talk about air rights both below and above the tracks. Mr. Fitzpatrick responded that in a dynamic railroad like Caltrain, Caltrain will not be developing under, over, or around the right of way independently, and most likely would happen in conjunction with a capital project and capital projects are done in conjunction with the cities. Caltrain did not want to take away the creativity by constraining them in a policy that is development focused. He said that, not only do you create development opportunities on the area where the tracks are in, on and under them, but might better activate some of the property next to the tracks by having those more open options.

Member Tuzman asked whether there is a particular metric or goal for how much income benefit that Caltrain would get through the development. He then asked

whether it was considered that having an increase in housing close to transit will naturally bring more customers to Caltrain which also is a revenue stream itself. He then asked who the partners are, Caltrain is working with, to understand how the constraints around the affordability requirements verse the ground lease rate that are put on the developers. Lastly, Member Tuzman mentioned that the presentation is not on the website. Mr. Fitzpatrick responded that every development is very unique for a number of reasons and every site is done on an individual level, so Caltrain does not have a metric in gross because we have to really get into the details to get there. The specifics of the site are going to drive the revenue of the site. Mr. Fitzpatrick then stated that on every transaction staff brings in an independent economist firm and a land economy firm and have a transparent process with the developers that staff works with. Typically, an economic model is built to push and pull on different levers that will accommodate different business terms. Staff works to get the most benefits for the public agency, while still allowing the transaction to be financially viable to the developer. Lastly, Brian stated that he would forward the presentation to staff so that it may be uploaded to the website and apologized for not sending it sooner. Member Tuzman then asked how staff ensures that the housing units are attractive, and people want to live in them, but not an excessive rental rate to make up for the bending that happened in that negotiation. Mr. Fitzpatrick responded that the bottom line is, in any development that is mixed income with affordable units and other units, all units need to be the same. Those other units, in theory, the developer is able to rent them at market rates.

Member Anna Dagum asked whether staff looks at the actual train stations for development. Mr. Fitzpatrick responded staff keeps the railroad's future vision in mind when developing property.

Public Comments:

Roland Lebrun, San Jose, via Zoom Q&A, stated that these problems have been going on for long enough and is borderline Brown Act violation and that he will make sure this one of the first governance issues that will be addressed with the transition to the new administration. Roland then thanked Mr. Fitzpatrick for the presentation. He asked why do TOD's need to be on Caltrain property and asked whether the building built across the road on San Carlos from the Transit District building and whether it counts as a TOD. There are two-story buildings where there could be passing tracks. Roland then suggested potentially demolishing the Transit District and start building TODs at least 10-stories high. Then Roland mentioned that the BART parking at the Millbrae station is gone due to TOD just as in Tamien and does not know how ridership will recover there when the pandemic is over. Roland also stated that Caltrain needs to focus on other project other than High Speed Rail. He stated that Google is willing to lease Caltrain's land on all the surface parking and move the parking underground on their own dollar. Lastly, Roland said that he requested the Board create a policy whereby Caltrain no longer sells or negotiate any Caltrain land and only buys land until the new administration is in place.

Jeff Carter, Millbrae, via Zoom Q&A, shared his concerns regarding some outline structures in San Carlos that are quite close to the track that might prevent Caltrain from expanding to four tracks. He stated that some of this development can hinder

expansion of four tracks and hopefully there is a way to plan for four tracks through San Carlos.

CALTRAIN ENGINEERING STANDARDS UPDATE

Bin Zhang, Manager, Engineering, presented the Caltrain Engineering Standards Update.

The full Power Point presentation can be found on caltrain.com

Committee Comments:

Adrian Brandt asked about the maximum grade standard and stated that today in the engineering standards, many grade separation design alternatives are either precluded or grossly more expensive than they need to be. He asked what is going on with relaxing the needlessly expensive limitation that he believes is a concession to UP. He also asked whether the new standards would be published on the Caltrain website for public inspection. Bin responded that regarding the 1% grade, there will be no changes to the 2011 standard because Caltrain is a shared corridor with Union Pacific. Joe Navarro, Deputy Chief, Rail Operations stated that staff will take concerns into consideration. Additionally, Mr. Navarro stated that once the standards have been updated, they will be available on the website. Mr. Zhang stated that they should be published on the website by the end of summer. Vice Chair Brandt requested an update regarding Caltrain buying out or taking over the UP-freight franchise. Mr. Navarro thanked Vice Chair Brandt for his comments.

Member Kutler stated it would be great to invest in Standards for Pedestrian Access specifically standards for station entries and signage, because new users may be confused especially during construction projects. An engineering standard during construction for example a modified pedestrian access, would be so helpful to the public. Mr. Zhang thanked Member Kutler for her recommendations and stated that it is the next item to incorporate in the standard for construction purposes.

Vice Chair Brandt requested a response to his previous question other than thank you. Mr. Navarro stated that staff will get back to him with further information at a later time.

Public Comments:

Roland Lebrun, San Jose, via Zoom Q&A, thanked Mr. Zhang for the presentation and posting it to the website. He then asked where the engineering standards for tunnels are. He asked why you can't have tracks leaving two tracks at grade and then have the passing tracks in the tunnel. Roland then address 870 ft. platforms, he said that if you start doing this, you will never ever be able to use these platforms until every single platform is 8700 ft. long. Then regarding Transbay, he stated that the only way twelve trains can be stored before the tunnel open is by stacking them and asked how this will work. He then advised that he will send a letter to staff explaining how what Balfour Beatty is building will not work with High Speed Rail. He addressed the Hillsdale center boarding and said that it is beautiful; however that is where the four tracks will be. He

then addressed the 1% grade and said that Diridon needs a minimum of 1.5 % and that Caltrain will need potentially 3% to get into the Transbay terminal.

Doug DeLong via Zoom Q&A, stated that the issue regarding the grades and the freight railroad is really not just an engineering issue, but it is a real estate negotiation issue in terms of the Trackage Right Agreement and Union Pacific has the possessor interest in the real estate. Caltrain does not own all the right of way free and clear to do anything with it. It is not just a question of how steep a hill can the trains climb.

STAFF REPORT UPDATE

Joe Navarro, Deputy Chief, Rail Operations reported:
(The full report can be found on caltrain.com)

On-time Performance (OTP) –

- **December:** The December 2020 OTP was 95.3% compared to 92.5% for December 2019.
 - **Vehicle on Tracks** – There was one day, December 20, with a vehicle on the tracks that caused train delays.
 - **Mechanical Delays** – In December 2020 there were 308 minutes of delay due to mechanical issues compared to 860 minutes in December 2019.
 - **Trespasser Strikes** – There was one trespasser strike on December 8, resulting in a fatality.
- **November:** The November 2020 OTP was 96% compared to 93.4% for November 2019.

(The full report can be found on caltrain.com)

Mr. Navarro mentioned that when building on top and building below, you do not have to go very far, in New York City, they built the Barkley Center, which is a sporting arena over top of Long Island Railroad yard in Brooklyn. The developer paid for it in New York. At 31st and 11th where there was a cut section before you go into the North River tunnels, they built a deck and a 26-story high rise over that without shutting down the railroad. There are amazing things going on right here in the United States. At the Post Office between 8th and 31st, they used 70% of that for a new station and connected it with Penn Station. Then there is east side access that is tunneling underground to go to Grand Central Terminal from Long Island. There are a lot of examples we can learn from to utilize on Caltrain property. Mr. Navarro then shared that on December 14th, there was a service change made to the schedule, the same day Atherton station closed. Because of the higher restricted Stay at Home Orders and the Holidays, the data is affected and we will present data in March. If it is decided to change the

schedule, the update will be presented to this committee in February. Staff is working with BART as they are looking to change their schedule in March. Lastly, Mr. Navarro reported that the upgrades to the TVMs have been delayed by a month due to the Stay at Home orders and will have an update next month.

Committee Comments:

Vice Chair Brandt asked where the shoreline negotiations are. Mr. Navarro stated that since COVID negotiations have quieted down and does not know where it stands.

Public comments:

Roland Lebrun, San Jose, via Zoom Q&A, appreciated Joe's comment regarding ridership after the schedule change and is fair, however would like an update in February, if possible. He then mentioned the TASI contract and stated that they have lost a few minutes with mechanical failures, but how much service are they providing pre-COVID. Is there an improvement or the same as before? He then asked the same for On Time Performance, with the padding and less service with one train an hour, was there an improvement. He requested everything be on the same page, not just ridership and the other figures with Mechanical Failures and On Time Performance.

Doug DeLong via Zoom Q&A, said that regarding the freight operations, he believes Union Pacific hosted tours by several potential operators quite a while ago, a year or two ago. He stated as he understands the agreement between UP and Caltrain UP would have had to bring any potential operator to Caltrain to get their approval before they entered into a contract with them and no such action has appeared on a Board Agenda. He stated that if Caltrain took over freight operations, the downside of that to Caltrain is that they would be then taking over the common carrier freight obligation.

JPB CAC Work Plan

February 17, 2021

- San Francisco Downtown Extension update
- Grade Crossing Improvements
- Industry Safe Functionality
- Website Update

March 17, 2021

- Sales Tax Measure
-

April 21, 2021

- EMU Testing Update
- PCEP Update

May 19, 2021

- FY 2022 JPB Operating & Capital Budgets & TASI Budget
-

Suggested Items:

- Go Pass cost per ride factors – requested by Chair, Brian Shaw on 6/19/19
- San Mateo County Climate Action Plan – requested by Member Rosalind Kutler on 10/16/19
- MTC Means-Based Discount Fare program update
- Caltrain connections with other agencies – requested by Member Rosalind Kutler on 12/18/19
- Update on grade crossing pilot six months after installation – requested by Member, Patrick Flautt on 12/18/19
- Summary video of the CAC meetings by the Social Media Officer – requested by Chair, Brian Shaw on 12/18/19
- Operating Costs – requested by Member Adrian Brandt on 2/13/20
- Rail Corridor Use Policy – requested by Member Anna Dagum on 10/21/20
- South San Francisco
- Overview of COVID19 train schedule

DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:

February 17, 2021 at 5:40 p.m., San Mateo County Transit District Administrative Building, 2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Adjourned at 8:26 pm

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

TO: JPB CAC

FROM: Joe Navarro
Deputy Chief, Rail Operations

SUBJECT: **STAFF REPORT**

On-time Performance (OTP) –

- **January:** The January 2021 OTP was 86.9% compared to 95.4% for January 2020.
 - **Trespasser Debris Strike** – On January 27 there was a trespasser debris strike that caused train delays.
 - **Mechanical Delays** – In January 2021 there were 144 minutes of delay due to mechanical issues compared to 913 minutes in January 2020.
 - **Trespasser Strikes** – There was one trespasser strike on January 21, resulting in a fatality.
- **December:** The December 2020 OTP was 95.3% compared to 92.5% for December 2019.
 - **Trespasser Strikes** – There was one trespasser strike on December 8, resulting in a fatality.
- **Special Event Train Service** – Caltrain is not operating special event service due to the cancellation or postponement of events as result of the COVID-19 pandemic.
- **Services Provided:**
 - **Modified Service** – The Modified Schedule was implemented during the following observed holiday:
 - Monday, January 18, 2021 – Martin Luther King Day

Due to the COVID-19 pandemic, Caltrain's annual Celebration Train did not operate on MLK day. Caltrain advised fans of the event to instead participate in the Northern California Dr. Martin Luther King Jr. Community Foundation's MLK 2021 Virtual Celebration.

- o **Services Scheduled:**

- o **San Jose Sharks Regular Season** – Due to the COVID-19 pandemic, the Sharks are playing the 2021 season without fans in the stands.
- o **Warriors Regular Season** – Due to the COVID-19 pandemic, the Warriors are playing the 2021 season without fans in the stands.
- o **Modified Service** – The Modified Schedule which was revised with Caltrain's December 2020 service changes includes early morning service and two round trips from Gilroy to SF. The Modified schedule will be implemented on the following holiday:
 - Monday, February 15, 2021 – President's Day

- o **Capital Projects:**

The Capital Projects information is current as of January 15, 2020 and is subject to change between January 15, and February 4, 2021 (Board Meeting).

San Mateo 25th Avenue Grade Separation Project: Raise the elevation of the alignment from Hillsdale 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 Hillsdale Station to the north, and creates two new east-west street grade-separated connections at 28th and 31st Avenues in San Mateo.

The temporary closure of the Hillsdale Station, to allow completion of the project, began on May 16, 2020 and will continue into late winter/early Spring to allow construction of the new grade separations. During the temporary closure trains that normally stopped at Hillsdale will stop at Belmont, and bus and shuttle service between Belmont and Hillsdale Station has been provided to minimize the temporary passenger inconvenience.

In January, construction activity continued for the underground utilities, sidewalks, curb and gutters subgrade preparation, and asphalt pavement for the new 28th Avenue Underpass. Work also continued for retaining walls and underground utilities for the future roadway underpass at 31st Avenue. Work also continued for the architectural and electrical finishes for the new Hillsdale Station and connecting bridges at 28th Avenue and the Pedestrian Underpass. Also in progress is the construction of the new parking lots along Delaware Street on the east side of the alignment.

Adjacent to this project is a new contract to relocate and improve the storm drain system along Delaware Street adjacent to the new station and new parking lots on the east side of the project. This work was to be undertaken by the City of San Mateo. This work is now being performed by Caltrain at the request of the City. The Limited Notice to Proceed was issued in mid-November 2020 to kick off the 60-day administrative period. Construction is expected to begin in early 2021 and complete in mid-2021. Community outreach regarding upcoming construction is ongoing.

Total project budget and schedule are currently impacted. Project team has been working with funding agencies to acquire additional funding and has coordinated with the City of San Mateo, SMCTA Board and JPB Board to update budget authority and schedule. A revised budget and increase in contract authority will be presented at the February Board meeting.

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, the contractor (PMI) continued the construction of Ramp 3 (leading to West Plaza entrance), Ramp1/Stair 1 (East Side entrance on Poletti Ave.) and the Pedestrian Underpass. Currently, the project completion date is forecasted to extend from December 2020 until July 2021.

Due to Utility and contractor caused delays, the overall project budget and schedule were impacted. The project team will be working with funding agencies to acquire additional funding. JPB Staff is coordinating with the City of South San Francisco, SMCTA Board, and JPB Board to update budget authority and schedule. A revised budget and increase in contract authority will be presented at a future Board meeting. The current budget overrun is expected to be approximately \$17.5 million.

Marin and Napoleon Bridge Rehabilitation Project: This state of good repair project will perform repairs at the Marin St. Bridge and replace the Napoleon St. Bridge. Both bridges are in the City of San Francisco located south of the 22nd Street Station. The repairs at Marin Street are primarily for concrete spalling and cracks, and deficient walkways and handrails. The Napoleon St. bridge concrete spans will be removed and replaced with elevated soil berm structures and the main steel span will be replaced with a new steel span. The span replacement at Napoleon Street will require partial weekend service outages between Bayshore and 4th & King Stations during the outages. The project will install security fencing to deter encampments, and, also include track improvements in the vicinity of the bridges.

Construction activities performed in January included the installation micropiles that are needed to support the substructure and footings of the Napoleon

Bridge. The contract is planned to complete in the summer of 2021.

Emergency work, as authorized by the Board Chair, was performed to provide support to the Napoleon Street Bridge piers that was discovered to be deficient during excavation. The work consists of injecting structural concrete fill and modified design for micro-piles. The increase in project budget and contract authority that was approved at the January Board meeting is to cover the emergency work.

Burlingame Broadway Grade Separation Project: This project will grade separate the railroad alignment at Broadway, between Carolan and California Avenues, in the city of Burlingame and remove the current at-grade crossing. As a part of this project, the Broadway Station will become elevated and the hold out rule at this station will be eliminated that impacts operational efficiency. Currently this project is funded for the design phase through local funds (San Mateo County Transportation Agency Measure A and City of Burlingame). The City of Burlingame is the sponsor of the project with Caltrain acting as the lead agency to implement the project.

The project will improve both traffic safety and traffic flow on Broadway. The Project will also provide improved and more efficient traffic movement along all the adjacent streets and intersections surrounding the crossing. Pedestrian and vehicle safety will be greatly improved by creating clear separation between pedestrians/vehicles and trains, and by eliminating the potentially dangerous conflicts presented by the current at-grade crossing. Lastly, railroad operation efficiency will also be improved as there have been numerous accidents at the Broadway at-grade crossing, many involving vehicles stopped on the tracks. The Broadway at-grade crossing is currently ranked on the California Public Utilities Commission's Grade Separation Priority List as the top ranked crossing for grade separation in northern California and as the second highest ranked crossing in the state. The Project can: 1) help reduce emergency response times as the Caltrain corridor bisects the east and west sides of the City, 2) help to alleviate traffic queuing on Broadway, which extends east to the U.S. Highway 101 ramps, 3) reduce traffic delays at nearby intersections with California Drive, Carolan Avenue and Rollins Road, and 4) significantly improve access to the Broadway commercial district from U.S. Highway 101, which would further support economic development.

In October 2020, the project received FTA approval of the environmental clearance documents that were completed as a part of the preliminary engineering phase. On November 5, 2020, the final design contract was awarded to complete the design from Preliminary Engineering (35%) to Issue for Bid documents. The project has held the kick off meeting with the design consultant in early January to commence the final design phase. The current schedule is to complete the final design for construction contract advertisement by mid-2023 and for construction to occur from early 2024 to early 2026.

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 new machines will 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. The scope of the original contract was increased to include upgrades to the credit card reader and the database.

In early October, the first phase of the project to develop a prototype Clipper TVM has successfully completed final acceptance testing that results in completion of Phase 1. Phase 2 for the retrofitting of 12 additional TVM's continued in January with target completion of Phase 2 by early 2021. The funding for Phase 3, for the rehabilitation of an additional 22 TVM's, has now been secured and will also be added to the project. Additional funds for Phase 4 for another 25 TVM's are included in the FY21 Capital Budget amendment that was approved in October. Phase 4 will be added to the project when funding becomes available. Additional phases beyond Phase 4 are required to upgrade all stations.

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

The 100% crossing design by the Electrification project is still not yet available for design coordination and a timeframe for its receipt is to be determined. The project has proceeded to complete its own design without this information from the Electrification project. The 100% design is complete and the Notice to Proceed for construction was issued to TASI on July 9. In January 2021, TASI has received materials for the work and will begin installation of traffic signal preemption equipment that will be followed by testing.

FY19/FY20 Grade Crossing Improvements: This project is a continuation of the ongoing grade crossing program to improve the safety at grade crossings in accordance with Grade Crossing Hazards Analysis for the entire corridor. This analysis prioritized the crossings and we have proceeded with the work in phases based on funding availability. 10 crossings were improved in 2018 under the FY16 budget authorization. Due to budget constraints, the FY19/FY20 scope is limited to five (5) crossings to be improved. The five crossings selected to be improved in this phase are 1st, 2nd, and 3rd Avenues in San Mateo, and, Glenwood and Oak Grove Avenues in Menlo Park. Work items that are included are the installation of signals, fences, gates, curbs, lighting and signs.

The construction contract was advertised for bids on August 31 and bids were received on October 12. The construction contract was awarded at the December 2020 board meeting. Activities to execute the contract continued in January and the Limited Notice to Proceed is expected to be issued by the end of January to initiate the 60-day administrative period. Construction is planned to begin in early 2021 and lasting until Fall of 2021.

Churchill Avenue Grade Crossing Improvements: This project will make pedestrian and bicycle access improvements, and, safety improvements to the Churchill Avenue crossing in the city of Palo Alto. The project scope includes the widening of the sidewalks, associated relocation of pedestrian gates, and installing new vehicle pavement markings and markers.

The project began in December 2019. The 35% design received in March 2020 is under review including the review by the City of Palo Alto. The City of Palo Alto is rethinking the scope of work for the project and is in discussion with CPUC and Caltrans to modify the scope. The City of Palo Alto has just recently retained a design consultant to support their efforts and coordination meeting have been held between staff and the City's design consultant.

Bayshore Station Bridge Painting: This project will perform rehabilitation of the coatings of the existing steel pedestrian overpass bridge at the Bayshore Station, in Brisbane. The bridge connects the southbound platform to the northbound platform and the parking lots on the east side. The bridge was originally constructed as part of the Caltrain Express project (CTX) in 2002 and has not been repainted since. The bridge's paint coatings are in need of rehabilitation with surface rust that needs to be addressed along with a complete repainting of the bridge to bring the structure to a state of good repair.

The project is currently in the final design phase in developing Issue for Bid construction documents. Coordination and outreach with the Electrification project and also with outside stakeholders such as the Cities of Brisbane and San Francisco have been conducted and continues. Advertisement for bids is forecast for early 2021 with construction in mid-2021 to early 2022.

Broadband Wireless Communications for Railroad Operations: This project is to provide wireless communications system to provide enhanced capabilities for the monitoring of the railroad operations and maintenance, and, provide Wi-Fi capability for passengers. This project is funded through a grant from the Transit and Intercity Rail Capital Program (TIRCP). Currently, the project is currently only approved for the planning/design phase.

The project has completed the planning/conceptual design phase of the project requirements that began in November 2019. A stakeholder's review of planning/conceptual design phase is currently underway before the project enters the final design phase to complete the design and develop construction contract bid documents. A more definitive project schedule will be developed

upon initiation of the final design phase.

MP-36 Locomotive Mid-Life Overhaul Project: Perform mid-life overhaul of six MP-36-3C Locomotives. The mid-life overhaul of the locomotives includes the 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 6 locomotives to be overhauled are Locomotive #'s 923, 924, 925, 926, 927 & 928. In order to maintain daily service, only 1 to 2 of these locomotives will be released at a time for overhaul that is expected to take approximately 8 months per locomotive. Due to this restriction, the overall completion of this work is expected to take approximately 4 years.

The first vehicle #927 that was shipped to the vendor's facility at Mare Island (Vallejo) in July for overhauling. The return to Caltrain of vehicle #927 has been delayed from early-2021 until mid-2021 due to COVID-19 related impacts to the vendor's supply chain, availability of testing staff due to travel restrictions, and increase in the scope of needed repairs. This delay is expected to be limited to vehicle #927. A second vehicle #924 was shipped to the vendor's facility in November and is currently being overhauled.

**AGENDA ITEM #9 (a)
JANUARY 20, 2021**

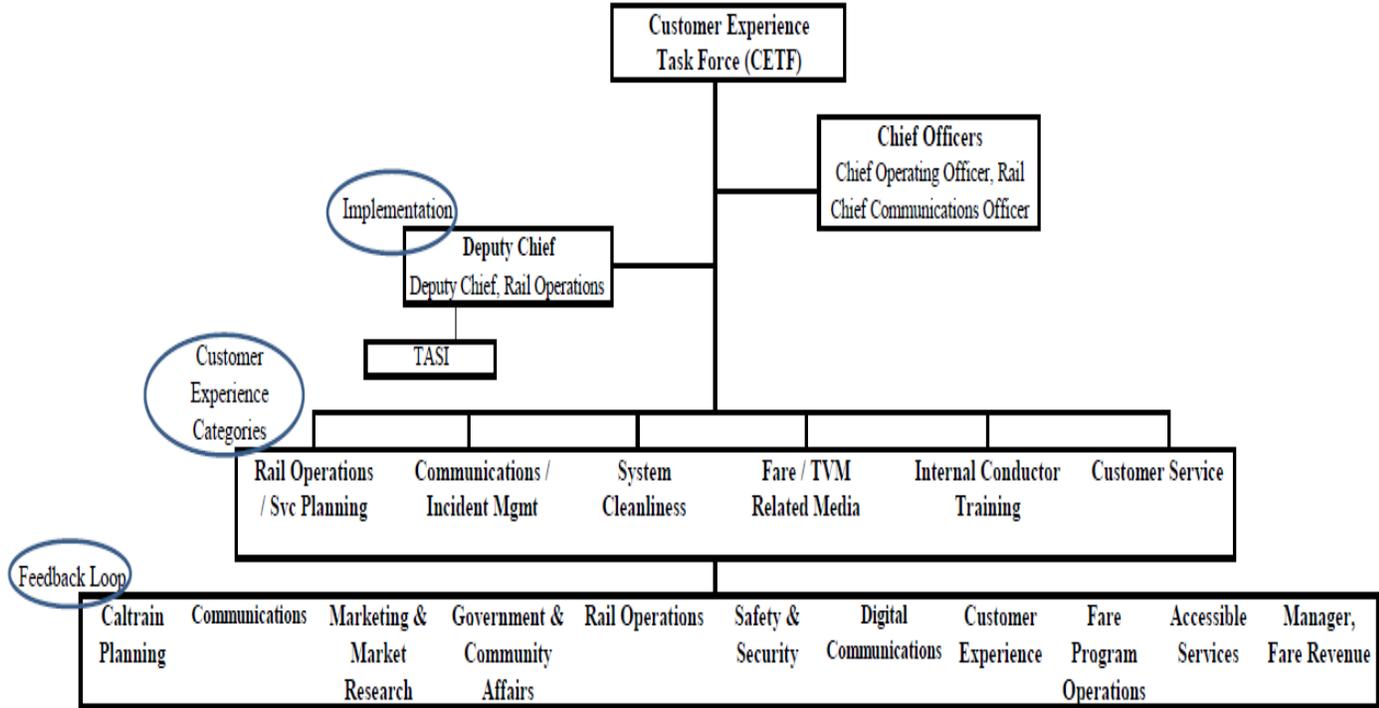
**PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
CITIZENS ADVISORY COMMITTEE (CAC)
STAFF REPORT**

TO: JPB CAC

FROM: Joe Navarro
Deputy Chief, Rail Operations

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 agency departments composed of staff representatives from each department and the current Operations & Maintenance Contractor. The taskforce also considers feedback from several other sources including customer concerns, survey results and Citizen's / Bicycle Advisory Committees. Considerations may result in public outreach, customer education, short-term, medium-term and/or long-term goals. This item will remain as a standing update through this staff report.



Service Operations

In the short-term (6-18 months), the taskforce is spearheading efforts:

- Caltrain Timetable Monitoring:
 - Staff continues to monitor on-time performance, train capacity and customer feedback from the Caltrain service changes implemented on December 14, 2020.

- 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 (6-18 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.

Conductor Training

In the short-term (6-18 months), the taskforce is spearheading efforts to:

- Continue to identify training opportunities for conductors.
- Train Uniforms improvement under consideration

Customer Service Center

In the short-term (6-18 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.
- Attend outreach activities
- Participation in Blue Ribbon Task Force Committee Meetings in coordination with MTC & Regional Transit

Fare Systems

In the short-term (6-18 months), the taskforce is spearheading efforts to:

- TVM Upgrade update:
 - The project is being delivered in phases. Due to the budget constraint, not all TVMs will be updated at one time. Staff successfully completed the prototype TVM testing and began Phase two. A total of twelve TVMs will be upgraded during this phase. A second TVM was upgraded at San Jose Diridon and plan to upgrade the remaining ten, starting in March 2021.
- Clipper Card Interface Devices (CID)
 - A second phase to add and relocate CIDs is in progress. Improvements to better serve our customers using Clipper CIDs at the Mountain View Station and the Sunnyvale Station are ongoing. 100% Design was completed and approved. A Work Directive for the construction work was issued to TASI last month. Start of construction is the next milestones for this project.
- Clipper Next-Generation
 - Staff has been continuously working with Metropolitan Transportation Commission and Cubic in the design, development and implementation of the improvements expected to the current Clipper system since Clipper Next Generation contract award in late 2018. Clipper mobile app testing is underway. Following the successful completion of the test, the mobile application will be available to the public.
- Caltrain Mobile Application Quarterly Update – October to December 2020
 - Caltrain mobile app was launched at the beginning of 2018 and started to sell daily parking in Dec 2019. During the second quarter of FY 2021, the Caltrain Mobile app was installed 6,863 times, a 17% increase compared to the last quarter but a 84% decrease over the same period last year. About 23,000 tickets were sold through the app in this quarter, which increased by 8% compared to the last quarter but a 90% decrease compared to same period last year. The quarterly mobile ticket revenue was close to \$160,000, a 9% increase compared to the last quarter but a 92% decrease compared to same period last year. There were 1,191 daily parking permits sold with a revenue of about \$6,550, which is a 17% decrease compared to last quarter and shares 14% of total daily parking revenue collected in the same period.

Community 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.

- On Demand Electronic Bike Lockers
 - Bicycle e-lockers have been installed at Belmont and Redwood City stations. Each station received 16 spaces. More lockers will be installed at Mountain View (16 spaces), Lawrence (16 spaces) and Diridon (32 spaces) at a later date. Staff is working with keyed locker customers to help them with the transition to the new e-lockers. There is an ongoing effort to promote the use of the e-lockers. More about them is available at www.bikelink.org.
- Construction Project Customer Communication
 - South San Francisco Station
 - Construction began January 2018.
 - Temporary Platform installed in March 2018.
 - The station was temporarily closed on the weekend from August 29-30.
 - Construction area reduces the spaces allocated to the passengers wait area but has a minimal effect on the boarding or landing from the platform.
 - Shoring work on the future pedestrian underpass has been completed. Excavation conducted through May 2020.
 - 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 electric train virtual reality experience at CalMod.org/VR.
 - 25th Avenue Grade Separation Project
 - There is a temporary vehicle height restriction on E. 25th Avenue through early 2021 while the rail bridge is installed but the street is not yet lowered.
 - Hillsdale Station temporary closure began May 16, 2020. For more details, see Service Operations update mentioned above and for more information visit www.caltrain.com/HillsdaleClosure.
 - The website www.Caltrain.com/25thgs continues to be an overall project resource for riders and the community, as it's continually updated with construction information, presentations, and construction photos.
 - Atherton Station Closure

- The JPB Board approved closure of the station at the November Board meeting.
- Suspension of weekend service occurred last month.
- Construction activities at the station will continue into 2021 and include removal of the center platform and installation of fencing at the station.

System Cleanliness

In the short-term (6-18 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.
- Bombardier Fog Jet Extensions to extend then relocate the Bombardier fog jet nozzles on the toilet waste tanks to allow for easier access for a daily fog jetting during servicing.
- Trains are being fog jetted every evening with CDC approved, hospital grade cleaners that disinfect against COVID-19.
- During longer lay-overs in SFK and while trains are fueling in CEMOF Caltrain is re-disinfecting high-touch points such as door handles and hand-rails and re-fog-jetting as many trains during the day as schedules allow with the same CDC approved cleaning products.
- Caltrain is using a MERV-13 rated air filter on our HVAC systems, this level of filtration is commonly used in patient and surgery areas of hospitals.

Station Improvements

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

- Coordinate a consistent appearance system wide:
 - Quarterly Trash Receptacles Repair and Re-painting at all Stations

JPB CAC Work Plan

March 17, 2021

- Sales Tax Measure
- Grade Crossing Improvements

April 21, 2021

- EMU Testing Update
- PCEP Update

May 19, 2021

- FY 2022 JPB Operating & Capital Budgets & TASI Budget
- Industry Safe Functionality

June 16, 2021

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July 21, 2021

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Suggested Items:

- Go Pass cost per ride factors – requested by Chair, Brian Shaw on 6/19/19
- San Mateo County Climate Action Plan – requested by Member Rosalind Kutler on 10/16/19
- MTC Means-Based Discount Fare program update
- Caltrain connections with other agencies – requested by Member Rosalind Kutler on 12/18/19
- Update on grade crossing pilot six months after installation – requested by Member, Patrick Flautt on 12/18/19
- Summary video of the CAC meetings by the Social Media Officer – requested by Chair, Brian Shaw on 12/18/19
- Operating Costs – requested by Member Adrian Brandt on 2/13/20
- Rail Corridor Use Policy – requested by Member Anna Dagum on 10/21/20
- South San Francisco
- Overview of COVID19 train schedule