MEMBERS PRESENT: H. Chamarthy, B. Shaw, C. Tucker, R. Valenciana

MEMBERS ABSENT: J. Berk, G. McMullen, G. Scharff

STAFF PRESENT: J. Averill, T. Bartholomew, C. David, C. Fromson, J. Navarro

Vice Chair Brian Shaw called the meeting to order at 5:53 p.m. and led the Pledge of Allegiance.

ELECTION OF OFFICERS
Vice Chair Shaw was elected chair.

Motion/Second: Tucker/Valenciana
Ayes: Chamarthy, Shaw, Tucker, Valenciana
Absent: Berk, McMullen, Scharff

Chair Shaw said the vice chair nomination and election will take place at the February meeting.

APPROVAL OF MINUTES OF NOVEMBER 16, 2016
Motion/Second: Tucker/Chamarthy
Ayes: Chamarthy, Tucker, Valenciana, Shaw
Absent: Berk, McMullen, Scharff

PUBLIC COMMENT
Doug DeLong, Mountain View, said he heard someone say that the crossings should sound horns to alert people that a train is coming instead of having a train sound its horn over some distance as it approaches. On the Burlington Northern and Santa Fe Railway in Escalon there are several crossings equipped with fixed warning devices at the crossings. There is an indication device built in so the train crews know if the warning device is functioning properly. It seems like this would be less expensive to implement than quiet zones. He hopes the JPB will consider it.

Jeff Carter, Millbrae, said he put together a spreadsheet that represents station-to-station fares and how it could be done and how it would be more equitable than the current zone fares. In some cases customers can travel up to 25 miles and pay the same fare as someone who travels two miles.
CHAIRPERSON’S REPORT
Chair Shaw said he is pleased to see the improvements in the on-time performance (OTP) by Caltrain. This is outstanding considering the same equipment, trackage, and switches are being used, but what has changed is the commitment to improve and the techniques being used to improve.

COMMITTEE COMMENTS
Harish Chamarthy said it is great to see the OTP percentages improving. One train he took this week left the station early and asked what the policy is. Joe Navarro, Director, Rail Transportation, said if he gets the dates and times, staff will investigate.

CRISIS TEXT LINE PARTNERSHIP AND SUICIDE PREVENTION PRESENTATION
Tasha Bartholomew, Communications Officer, said Crisis Text Line offers free 24/7 anonymous counseling services via text messaging for individuals who might be depressed, have suicidal thoughts, or suffer from mental disorder. Caltrain and Crisis Text Line announced the partnership at a press conference on November 30.

Ms. Bartholomew presented:
- Suicide prevention initiatives
  - Community partnership
    - San Mateo County Suicide Prevention Committee
    - Santa Clara County Suicide Prevention Advisory Committee
    - Project Safety Net
  - Transit Police
    - Responsible for policing Caltrain corridor
    - Crisis intervention training – helps them recognize people who may be a threat to themselves
    - Refer individuals for treatment
  - Caltrain activities
    - Installed 250 suicide prevention signs at stations
    - Dedicated suicide prevention resource page
    - Raised $25,000 for American Foundation for Suicide Prevention’s Out of the Darkness Walks
    - Twice sponsored the Caminar for Mental Health Symposium
  - Promoting Crisis Text Line – at stations on station boards, onboard Take Ones and interior ad signs

Libby Craig, Bay Area Director, Crisis Text Line, presented:
- Crisis Text Line provides free 24/7 support for people in crisis via text message, has been around for three and one-half years, and supports 50,000 texters a month nationally
- Text 741741
  - Callers
    - Top issues – depression, suicide, self-harm, family, relationships
    - Time of day – two-thirds of conversations in one-third of the day (8 p.m. to 4 a.m.)
    - Demographic – young, low-income, rural
• Immediate – mention “today” six times as often as any other time period
• Counselors – over 2,400 volunteers across the nation, must be over 18, complete a background check, and complete comprehensive training
  o Highest risk texters are moved to the top of the queue and are matched with a crisis counselor in 1.8 minutes
  o Full-time supervisors on staff
• Data
  o Attentive to quality scores and feedback from texters
  o Goal to reach all texters in under five minutes – currently at 88 percent
  o Share data trends – over 28 million messages have been received to date
• Partnerships
  o Corporate sponsorships such as Facebook and YouTube
  o Keyword sponsors such as Golden Gate Bridge
  o Bay Area so far over 25,000 conversations in the past three years
• Caltrain and Crisis Text Line
  o Promotion of 741741 – in train stations, on trains, and on train tracks (soon)
  o Escalate active rescues – work directly with transit police to bring people in crisis to safety
  o Data reports – crisis trends data reports about Bay Area

Chair Shaw asked if there is social media integration with Caltrain platforms. Ms. Craig said Caltrain has been supportive in getting the message out.

Chair Shaw said it is great to see how this is being effective.

PROPOSED WEEKDAY SERVICE CHANGES
Catherine David, Senior Planner, presented:
• Proposed effective date April 10, 2017
• Detailed summary
  o Added six stops to Train 305 at Sunnyvale, California Avenue, San Carlos, San Mateo, Burlingame, San Bruno
  o Added dwell time to top high-use stations peak hours
  o Added stops at Santa Clara Station to Trains 262 and 272 to improve Capitol Corridor and Altamont Commuter Express connections
  o Minor revisions for clock face departures
  o Separation southbound morning bullet Trains 312 and 314 and 322 and 324; revised train numbers and departure times
    ▪ Existing 210: Proposed 212 (limited)
    ▪ Existing 312: Proposed 310 (bullet)
    ▪ Existing 220: Proposed 222 (limited)
    ▪ Existing 322: Proposed 320 (bullet)
    ▪ Existing 230: Proposed 232 (limited)
    ▪ Existing 332: Proposed 330 (bullet)
  o Provide hourly service to Tamien in the reverse peak
  o Eliminate Tamien Station service due to very low ridership
    ▪ Morning reverse peak trains: 208, 218, 228
    ▪ Evening reverse peak trains: 263, 273, 283, 287
Add Tamien Station service for various trains
  - Morning peak trains: 310, 320, 330
  - Evening peak train: 289

Departure times adjusted during off-peak to enable all train meetings to occur at control points to accommodate construction work windows

- Typical two-track schematic
  - Trains operate in both directions
  - Control points
    - Signals where dispatchers authorize trains to proceed or stop
    - Typically at crossovers, turnouts, sidings, before/after stations

- Single tracking schematic
  - One track remains open
  - Portion of other track closed for construction
  - Signals green or red

- Weekend service changes
  - Proposed effective summer 2017
  - Detailed summary
    - Local service headways 60 minutes to 90 minutes
    - Saturday reduced from 36 to 28 trains per day
    - Sunday reduced from 32 to 24 trains per day
    - Keep weekend bullets (two in each direction)
    - Keep range of service (trains and shuttles)
    - Revised train numbers

  - Weekend service reduction is major service change under 2016 Title VI Program (more than 25 percent reduction of total revenue train miles per day for any service day of the week)

- Title VI equity analysis background
  - As a recipient of Federal funding, Caltrain operates its programs and services without regard to race, color, or national origin
  - For information visit www.caltrain.com/titlevi
  - Weekend service change equity analysis is in progress

- Public outreach
  - Station outreach (nine stations)
  - Public/community meetings
  - All dates/locations available online at Caltrain.com/proposedchanges

- Next steps
  - December to January: public outreach
  - Finalize Title VI Equity Analysis Report
  - Compile and review public comments for consideration
  - Finalize 2017 service changes
  - February 2: JPB informational update on weekday changes
  - March 2: Public hearing on weekend changes and equity analysis

Comments may be sent to changes@caltrain.com

Ms. Tucker asked how these changes will affect bike cars on trains. Mr. Navarro said the same consist will be running.
Ricardo Valenciana said adding six stops would be a lot. Ms. David said staff has received a lot of negative comments about that and it may not go forward in the proposal.

Mr. Valenciana said he would appreciate that line having more stops, but adding stops to stations that are right next to each other might not be the best way to do it.

Harish Chamarthy said 90 minutes between trains on the weekend is a lot and asked if there is something else that can be done such as supplemental bus service. Ms. David said she will take the feedback into consideration. Staff will come back in February to propose a recommendation for support from the CAC.

Chair Shaw said the departure times for northbound trains don’t change that much but the southbound trains change significantly. He asked why the southbound changes are so drastic. Ms. David said the purpose was to get meets along the control points, and staff worked with software simulation team to get analyzed data for where those meets needed to be, and that was the driving force for some of these differences.

Chair Shaw said it doesn’t look right to have such an impact on customers heading in the nonpeak direction, which are just as busy. It may need to be balanced.

Ms. Tucker said Gilroy has zero weekend service and the residents there would like service. She asked how many riders will be displaced if the service is going to be reduced by eight trains. Mr. Navarro said staff is looking at the possibility of using six-car trains for weekend service to pick up those people.

Casey Fromson, Manager, Government and Community Affairs, said it’s not ideal to be making these changes, but in order to get the construction done as soon as possible, this was a compromise between shutting down the system altogether and finding work windows.

Ms. Tucker asked if high-speed rail goes to the east of Gilroy if there would be a possibility in the future for Caltrain to be electrified from Gilroy to San Jose. Ms. Fromson said that is not being considered at this moment, but staff is working with California High-Speed Rail Authority to find out what their plan is. It is too early to say that will be done.

Public Comment
Mark Graham, Burlingame, said with this change many people will not be able to make their shuttle and bus connections. People will have to work longer and can’t take the trains back home. He asked the Burlingame departure time on Train 211 be moved back to 7:09 a.m. to make the Diridon departure 6:19 a.m. instead of 6:23 a.m. and it would not interfere with any other trains. Earlier trains are not practical to take and other trains are not practical transfers.

Gerald Graham, Burlingame, said public outreach and station outreach is part of the program. The meetings took place in the heavy rain. He went to San Mateo and there was no one there. He went to Millbrae but there was no public meeting as advertised.
There was supposed to be information at the December CAC meeting, but that meeting was canceled. There has been a lack of communication.

Jeff Carter, Millbrae, said mid-day southbound departures from San Francisco are on a clock face schedule. People get off work on the hour or half hour. A person who gets off work at 3 p.m. cannot catch a 3 p.m. train. In order to better accommodate people, it would be better to have trains leave 10 or 15 minutes after the hour. Caltrain needs more service on the weekend and should have more service south of San Jose. It is going to be quite inconvenient to have 90-minute headways. He said he would like to know how this type of project would be done on another rail line such as Long Island Railroad or in Europe.

Ms. Tucker asked what the impacts would be to change the time for Train 211 that the member of the public spoke about. Mr. Navarro said this meeting is to get input and staff will come back with a recommendation at the next meeting.

STAFF REPORT
Ms. Fromson said the Caltrain Modernization (CalMod) Program is in the Limited Notice to Proceed stage right now and pre-construction and design work is being done. A website specifically for the new vehicles will be rolled out soon. Significant construction will be done when the Full Notice to Proceed is issued. All of the funding needs to be in place in order to do that. The remaining funding needed is the Federal Transit Administration (FTA) Core Capacity funding of $647 million. Congress is reviewing the grant for 30 days and when that is done, the Secretary of Transportation would be able to sign the funding in mid-February.

Mr. Navarro said:
- OTP was up in December to 95 percent compared to 90 percent last year.
- There were three fatalities in December.
- There were three vehicles on the tracks in December, four in November, and two in October. Staff is teaming up with engineering department to visit the grade crossings where the most incidents are happening and come up with ideas how to mitigate the issue. The California Public Utilities Commission limits the types of deterents that can be used, so staff will see if a waiver is needed to help with these issues.
- Last December there were 1,400 minutes of mechanical delays, this year there were only 480 minutes. The difference comes from the activities at the control center and the field with the incident command center and single tracking.

DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:
February 15, 2017 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 6:55 p.m.