

**CITIZENS ADVISORY COMMITTEE (CAC)  
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)  
SAN MATEO COUNTY TRANSIT DISTRICT ADMINISTRATIVE BUILDING  
Bacciocco Auditorium, 2<sup>nd</sup> Floor  
1250 San Carlos Avenue, San Carlos CA 94070**

**MINUTES OF APRIL 21, 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:** J. Navarrete, J. Navarro, B. Tietjen

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 5:42 p.m. and led the Pledge of Allegiance.

**APPROVAL OF MINUTES OF MARCH 17, 2021**

Motion/Second: Flautt / Brandt

Ayes: Dagum, Kutler, Leung, Shaw, Tuzman

Absent: Klein, Romo

**PUBLIC COMMENT**

Roland Lebrun, San Jose, via Zoom Q&A, expressed his disappointment with Alternate Committee Members not stepping in for the absent Committee Members when there is a conflict of schedule. He then requested the Zoom view be changed to Gallery view during Public Comment, not the Public Comment slide. Roland expressed his support with the swap between Samtrans and BART, BART taking over the administration of a Caltrain. He then commented on both Hillsdale's and South San Francisco's island platform and said that it will make it impossible to operate trains at 110 MPH to these stations. He also stated that these stations will never have level boarding. The only solution he sees is to demolish these stations and rebuild. Lastly he commented on the VTA budget. He stated that VTA announced that they are no longer obligated to contribute annually to Caltrain due to their contributions to BART. Last year VTA contributed \$10.8M to Caltrain. He stated that he challenged them at MTC and their response at the Board Meeting was that all the other counties are doing the same, that San Mateo County and San Francisco County will also stopped contributing because of Measure RR. Roland stated that had he known this, he would have made sure that Measure RR had not passed.

Aleta Dupree, via Zoom Q&A, shared that she saw a press conference video out of Long Island, New York at the Oyster Bay Train Station exploring the possibility of running battery powered trains on sections of the Long Island Railroad that do not have the third rail. She stated that it is something to watch closely as it may be an option for the Gilroy Service. Aleta then expressed that the Ticket Vending Machine conversion program is very good and will make it easier for passengers to get Clipper cards, add value to them and to use contactless methods of payment, not just because of COVID, but because technology is evolving in that area. She then stated that with Title VI analysis, will eventually move away from paper ticketing. She stated that now with the new Clipper app, people visiting from other places, will be able to have a seamless more customer friendly experience and not have to wait in lines at the Ticket Vending Machines. Aleta then stated that all Caltrain stations need to be ADA accessible to have full participation and more people riding the trains.

Jeff Carter, Millbrae, via Zoom Q&A, shared his concerns regarding VTA announcing no longer contributing funds to Caltrain. He stated that it is very important for all three counties to continue contributions even with Measure RR. He suggested putting pressure on VTA to make sure they contribute. Jeff then stated that he does not think merging with BART is a good idea because BART does not run express trains, does not offer a monthly pass and would be difficult to travel to Oakland for meetings to express issues concerning Caltrain on the peninsula.

### **CHAIRPERSON'S REPORT**

Chair Brian Shaw reported that Committee Member Martin Romo has stepped down from the CAC effective that day April 21, 2021. Chair Shaw stated that he will work with staff to get a new representative for San Francisco and an Alternate CAC Member for San Francisco. Chair Shaw reported that the two existing Alternate CAC Members were present that night, to address Public Comment. He then reported that Vice Chair, Adrian Brandt will be delivering the CAC report to the JPB next month.

### **COMMITTEE COMMENTS**

Member Patrick Flautt advised the committee that he has joined the High Speed Rail Community Working Group for the San Jose to Merced project section. Member Flautt then asked whether the Citizen's Advisory Committee would be interested in a presentation with the latest developments. There was interest among the committee by show of hand raise, via Zoom. Member Flautt then reported that he will be reviewing the latest updates for the Caltrain website that incorporates GTFS data, General Transit Feed Specifications. He stated that it will be part of the incorporation of the maps and timetables into the new website format, a format for public transportation schedules and geographically specific information. He said that he should have an update for the committee next month. Chair Shaw shared his interest in the presentation and asked Member Flautt to help coordinate for a future meeting. Member Flautt agreed to coordinate with staff and the committee.

Member Rosalind Kutler shared her concern regarding the off boarding of passengers for not having proper fare and enforcement purposes at the Bayshore station particularly during single tracking. She expressed that it may be a safety issue as there is not a center platform station passengers alight the most Northern car and can only get off where there is a gate. She stated that with the construction it may be confusing for passengers to find the exit. Member Kutler offered a solution and suggested asking the passenger to alight the train at the following station. She also mentioned that it is difficult for passengers to locate the Clipper tag on/off machine at this station as well. Joe Navarro, Deputy Chief, Rail Operations, stated that he would look into this matter.

Chair Shaw encouraged CAC Members to continue to bring issues to the committee and to staff just as Member Kutler had. He stated that if Members notice things in the course of riding the train that need to be addressed, the meetings are the right time to bring them up.

Vice Chair Adrian Brandt addressed the Public Comment made via the correspondence packet and he agreed that schedules should be posted at all stations along with a highlight to the schedule that applies to that station. He acknowledged that the schedules are changing frequently, although more reason to have schedules posted especially those that do not have a smartphone. He then advised the committee that there is a fifty-eight-page study done out of the Swiss Federal Office of about safety distances on platforms, danger zone and safety zone. He mentioned that it is a very thorough paper and concludes that it is entirely manageable to run trains at surprising speeds past occupied platforms. Lastly Vice Chair Brandt reported that the CDC has finally acknowledged that the risk of COVID transmission from a contaminated surface is extremely low. He stated that there may be large costs to cleaning beyond the point of clean, and suggested staff look into the cost and opportunities. He said that it would be important to bring this issue to the Blue Ribbon Taskforce.

Alternate Member Kathleen Maxwell agrees with Member Kutler's comments that single tracking at the Bayshore station is very poorly marked and has no signage. She acknowledged that there are station announcements that indicate all loading and unloading takes place on the North side of the Platform, but that is all. She also stated that when passengers arrive at the northbound platform, there is no indication that passengers need to move to the north part of the platform in order to get board the train.

#### Public Comments:

Roland Lebrun, San Jose, via Zoom Q&A, addressed Aleta's Public Comment and stated that battery trains are operating in the Central Valley right now. He then commented that San Jose to Merced does not make sense just as LA to Palmdale did not make sense six years ago. He said that with Caltrain the good news is that instead of having two EIRs in Diridon, there needs to be a singularly EIR that goes from San Francisco all the way to Gilroy, then Caltrain would not have to deal with the High Speed Rail Authorities that do not want to come on board because CPUC section 185032 subsection B states that High Speed Rail Authority has the exclusive rights of

developing and operating high speed lines at speeds in excess of 125MPH. He stated that Caltrain can go it alone. He then stated that after Gilroy, the solution is to have a separate EIR that takes a direct shot at Fresno, saves ten minutes in the process, saves \$7M and saves twenty minutes to LA. He then stated that he has been having conversations with High Speed Authority about a program called Quantum by Trimble, a company in Sunnyvale and it analyzes millions of alignments and comes up with the fastest one with the lowest cost. Roland then stated that he attended the Capital Corridor Board Meeting and their ridership has recovered to 19% of pre-COVID. He stated that every single agency's ridership recovery is tracked monthly on a graph, except Caltrain. Lastly, he stated that Lawrence station will be the only station that will have level of boarding as it stands right now.

Jeff Carter, Millbrae, via Zoom Q&A, thanked Vice Chair Brandt for commenting on his Public Comment in the Correspondence Packet and clarified that his letter was from last month, however still agrees that schedules should be at all stations. He then acknowledged that with the Hillsdale opening, there will be another schedule change and hopes it will be more permanent and will see the schedules in the Bulletin Boards.

### **PENINSULA CORRIDOR ELECTRIFICATION PROJECT (PCEP) UPDATE**

Brent Tietjen, Government & Communication Relations Officer, provided a Peninsula Corridor Electrification Project (PCEP) Update.

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

#### Committee Comments:

Vice Chair Brandt expressed his disappointment with Electrification going far slower than he had hoped, compared to India's progress, and hopes progress can pick up.

Chair Shaw shared that in America it may take longer to build because California has CEQA, VPA, rules and Unions and those things need to be honored, supported and facilitated as part of the process.

#### Public Comments:

Roland Lebrun, San Jose, via Zoom Q&A, stated that slide number five says project benefits include increase revenue and reduce fuel cost, however he stated that the Board is being told the exactly the opposite, that Electrification will be much more expensive. He then asked regarding slide number eight, why signaling design is being done now, instead of 10 years ago. For slide ten, he would have liked for Brent to explain the difference between static feeder and contact messenger wires and why so much more static feeder wire is needed. For slide number twelve he was surprised to see that apparently there was no tunnel notching and is wondering whether tunnel notching actually took place. For slide number thirteen he stated that in the electrification scoping comments, he explained why there was no need to electrify CEMOF, and only need to electrify one track is a maintenance yard for testing. Lastly,

he stated that when the FTA returns, Caltrain will be \$200M in the hole and questioned where will the come from.

Jeff Carter, Millbrae, via Zoom Q&A, stated that he was pleased to hear that the poles and contact system should be done by the end of this year, however acknowledged that it is taking longer for PG&E to make the substation connection, reported completion April 2022. He expressed his frustration with how long electrification is taking and looks forward to riding to riding the first electric revenue train.

Aleta Dupree, via Zoom Q&A, had hoped for a more up to date presentation. She then stated that in the chart about the spending, the PG&E line does not seem to add up, the spending is higher than the budget. She was pleased to see that a lot of work was completed at CEMOF. She shared her hope for increasing foundation production and suggested asking why it is taking so long for PG&E to hook up electricity.

## **EMU UPDATE**

Joe Navarro, Deputy Chief, Rail Operations, presented an EMU Update.

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

### Committee Comments:

Member Kathleen Maxwell thanked Mr. Navarro for the presentation. She then asked how long does it take to stop that the electric trains and at what speed. Mr. Navarro responded that he would follow-up with an answer and added that the EMUs have dynamic braking. She then asked whether it is anticipated to be better than what it takes to stop a train now. Mr. Navarro confirmed.

Vice Chair Adrian Brandt asked Mr. Navarro to talk about Wi-Fi as it is his understanding that it is being installed, however there is no budget to test it or deploy it yet. Mr. Navarro responded that Stadler already has a design and the cars are being wired for Wi-Fi and that the only change may be the technology, servers/routers. He also said that staff is deciding on what contract to put out for infrastructure, for what type of system and deciding what is the best solution for the property. He stated that staff is also considering opportunities to bring revenue. Vice Chair Brandt asked whether the cars are pre-wired for Wi-Fi and is a matter of what radios get dropped in. Mr. Navarro confirmed. Vice Chair Brandt then asked whether there a difference between a passenger counter and a bike counter and asked where does that data go, how does it get downloaded and used. Mr. Navarro responded that once Wi-Fi is installed on the alignment, passenger counts will be shared in real time. The passenger counters will be at the train doors and will count passengers and bikes boarding and alighting the train which will allow an accurate count for individual stations. The data will be available to designated staff. Vice Chair Brandt then asked whether the data will only be available once Caltrain has Wi-Fi. Mr. Navarro responded that the data will need to be downloaded at end terminals, San Francisco, San Jose and CEMOF. Mr. Navarro also stated that passenger counters will help track headcount when incidents occur and will eliminate the crew from having to conduct a manual count during incidents. Vice

Chair Brandt then asked whether the passenger counters will be able to count wheelchairs. Mr. Navarro stated that it is his understanding that it will count strollers and other objects, however will check and follow-up with the committee.

Member Rosalind Kutler asked whether the passenger counters are RFID technology. Mr. Navarro responded that he would follow-up and get back to the committee with that answer.

Member Kathleen Maxwell asked whether there will be luggage racks on the new trains and Mr. Navarro confirmed that there will be. Additionally, Mr. Navarro responded to Alternate Member Maxwell's earlier comments regarding signage. Mr. Navarro stated that he has been working diligently to upgrade the VMS and PA system and in the meantime staff is working the best they can with what we currently have.

Vice Chair Brandt asked what information will be available on the onboard electronic monitors. Mr. Navarro responded that there was a consultant hired to create a storyboard on what information will be displayed and that staff continues to work with them to ensure it is user friendly as possible for passengers that are not familiar with the system and easier for current passengers. Mr. Navarro stated that he is working on color coded signs to help passengers identify their designated trains. Vice Chair Brandt suggested indicating San Francisco/San Jose/Gilroy bound trains to help passengers identify their trains. Mr. Navarro shared the possibility of having committee members review the information, to be displayed on the monitors, before going live. Member Kutler emphasis the importance to make it transparent for multilingual people.

#### Public Comments:

Roland Lebrun, San Jose, via Zoom Q&A, stated that Caltrain was supposed to have a simulator for operator training. He said had Caltrain had a simulator, they could have addressed all the issues regarding cab design while designing the simulator, instead of waiting the trains were designed. He then said that he was very glad to hear cameras are being used instead of mirrors and then asked whether there are cameras looking at the doors so that the conductors may determine whether anything is stuck in the doors. Regarding prototype, Roland asked what will happen with Buy America. He then pointed out, respectfully, that if trains are supposed to operate at 110mph, trains should be testing at 125mph, not 115mph. Roland then asked whether Caltrain has approached TTCI about testing Constant Warning Time Solution, if not, why not.

Jeff Carter, Millbrae via Zoom Q&A, mentioned that he does not agree the single bathroom on each train and advised that Caltrain could have problems after events at Oracle Park and Chase Arena. Jeff then asked for clarification regarding whether all trains will be going Pueblo and then come here. He then requested progress of the testing in Pueblo to be placed on the website. He said that he was pleased regarding the passenger counters and requested to be placed on the list to receive the data.

#### **STAFF REPORT UPDATE**

Joe Navarro, Deputy Chief, Rail Operations reported:

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

### **On-time Performance (OTP) –**

- **March:** The March 2021 OTP was 88.9% compared to 96.7% for March 2020.
  - **Vehicle on Tracks** – There were two days, March 8 and 12, with a vehicle on the tracks that caused train delays.
  - **Mechanical Delays** – In March 2021 there were 911 minutes of delay due to mechanical issues compared to 363 minutes in March 2020.
  - **Trespasser Strikes** – There was one trespasser strike on March 25, resulting in a fatality.
- **February:** The February 2021 OTP was 92.5% compared to 93.5% for February 2020.

Mr. Navarro addressed Member Kutler and Alternate Member Maxwell's comment regarding the safety at Bayshore. He stated that staff automatically implements the Hold-Out Rule to ensure safety. He then addressed committee and public comments regarding schedules at the stations. He stated that with the Hillsdale opening on April 26<sup>th</sup>, schedules will be posted on the station platforms. Lastly, Mr. Navarro responded to public comment regarding delivery of trains. He stated that only one train will go to Pueblo, and sending one car from the second car train set to complete the seven car testing and duplicate the testing with an eight car, in case Caltrain ever goes to an eight car train.

#### Committee Comments:

Chair Shaw asked Mr. Navarro what are his thoughts on the issue of the reduction in performance for 2020/2021. Mr. Navarro responded that more than half of the delays, approximately sixty percent, are due to the capital projects, electrification. He mentioned that when there are outages, it has a domino effect along the corridor. Other factors are PCEP delays, signal cutovers and mechanical delays.

Member Kutler requested for an update on the downtown station. Mr. Navarro responded that he would look into it and follow-up.

Vice Chair Brandt mentioned requested ridership data. Mr. Navarro stated that ridership may be up approximately two percent, however will follow-up with that information at the next meeting.

#### Public comments:

Jeff Carter, Millbrae, via Zoom Q&A, referred to the Work Plan and asked when will "Go Pass cost per ride factors" and "Caltrain Fare Changes" be presented at the CAC.

Roland Lebrun, San Jose, via Zoom Q&A, said that he would send the monthly graph that BART and Capitol Corridor are showing to their respective Boards. He then requested, going forward, to provide further details regarding the Vehicles on the Tracks. He would like to see the location of the incident, time of day and whether the crossing was already equipped with the new markers.

## **JPB CAC Work Plan**

### May 19, 2021

- FY 2022 DRAFT JPB Operating & Capital Budgets & TASI Budget
- Caltrain Fare Changes

### June 16, 2021

- E Locker Update
- CID2
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### July 21, 2021

- COVID 19 cleaning efforts cost
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### August 18, 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
- Industry Safe Functionality

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

May 19, 2021 at 5:40 p.m., San Mateo County Transit District Administrative Building,  
2<sup>nd</sup> Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Adjourned at 7:22 pm