

**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 OCTOBER 18, 2017

MEMBERS PRESENT: H. Chamarthy, C. Chang, P. Escobar, L. Fernandez,
B. Shaw (Chair), C. Tucker, J. Welch

MEMBERS ABSENT: R. Valenciana, L. Klein

STAFF PRESENT: R. Bolon, B. Burns, C. Gumpal, J. Navarro

Chair Brian Shaw called the meeting to order at 5:47 p.m. and led the Pledge of Allegiance.

APPROVAL OF MINUTES OF September 20, 2017

Motion/Second: Tucker/Fernandez

Ayes: Chamarthy, Chang, Escobar, Fernandez, Shaw, Tucker, Welch

Absent: Valenciana, Klein

INTRODUCTION OF NEW CAC MEMBERS REPRESENTING SANTA CLARA – PAUL ESCOBAR AND LARRY KLEIN

Mr. Larry Klein was absent. Mr. Escobar said he works for Silicon Valley Leadership Group; he is a frequent Caltrain user and is excited to be a member of the Peninsula Corridor Joint Powers Board (JPB) Citizens Advisory Committee (CAC).

PUBLIC COMMENT

Doug De Long, Mountain View said there was a tremendous amount of community engagement at the JPB meeting on October 5. He said the Business Plan Workshop is a great start, and it is a significant event in Caltrain history.

Jeff Carter, Millbrae asked if there are any minutes or recording on the Business Plan Ad Hoc Workshop, he also asked if the JPB CAC audio recordings could be available on the web page, it would make it easier than going through the process of requesting the audio.

CHAIRPERSON'S REPORT

Chair Shaw said he was invited by Caltrain to attend a meeting with Senator Carper from Delaware. Senator Carper is very supportive of trains and told great stories. Chair Shaw also said he attended the Stanford football game and was the first time he rode the train to the game; he was impressed by Caltrain staff at the football stadium stop and with the readers for the Clipper Cards.

He said it was a great improvement and a lot of people were using the readers. He also said he attended the Business Plan Ad Hoc Workshop; it was an engaged group and a turning point for Caltrain. He said staff is compiling a lot of information from the meeting and assured there will be a recap of the workshop in the future.

Public Comment

Roland Lebrun, San Jose, said the JPB should learn from Bay Area Rapid Transit (BART), their workshop is webcast live; after webcast the recordings are available online.

COMMITTEE COMMENTS

Member Julia Welch asked if Caltrain could reposition the hand rails on the trains so bicycles could get in quicker.

Adrian Brandt, Redwood City, said Caltrain needs to create a policy change that the bikes riders board first on bike cars to make it faster.

Member Harish Chamorthy arrived at 5:59 p.m.

Roland Lebrun, San Jose said two years ago he submitted a train design that would alleviate this issue; finally after two years the Bikes on Board got a hold of the correspondence and could not believe what they read. He said there is a solution out there and can assure Stadler is not even close to being a part of the solution.

Member Cat Chang arrived at 6:04 p.m.

UPDATE ON 25TH AVENUE GRADE SEPARATION

Raphael Bolon, Project Manager, reported on:

Project Elements

Construct Grade Separation (elevated rails, lowered roads) between Hillsdale Blvd and Highway 92

- Concrete bridge 25th and 28th Avenue
- Steel bridge at 31st Avenue
- Concrete retaining walls
- Mechanically Stabilized Earth (MSE) walls
- Reconstruct East 25th Avenue sidewalks and roadway
- Relocate existing utilities
- Relocate Hillsdale Station and provide station access and parking
- Construct new East-West connections at 28th and 31st Avenues

Project Benefits

- Safe rail operations
- Fewer system-wide delays
- Improved traffic flow
- Improved pedestrian and motorist safety
- Facilitate Caltrain electrification which will reduce noise and vibration

Schedule

- Mobilization – September 2017- October 2017
- Begin Construction – October 2017
- Hillsdale Station Temporary Parking – January 2018- December 2018
- Bridges and MSE Walls – October 2017 – March 2019
- 25th Avenue Closure (partial) – September 2017 – August 2018
- Bridge at East 25th Avenue (14 feet Clearance) – April 2018 – October 2019

Hillsdale Station Closure

- Enhanced train service provided at Belmont Station
- Enhanced SamTrans bus and shuttle service provided between Hillsdale and Belmont Stations
- Passengers who drive, get dropped off or use transit → use Belmont Station
- Passengers who walk to Hillsdale → take SamTrans bus (ECR Line) or shuttle to Belmont Station

Chair Shaw said Commute.org runs shuttles out of Hillsdale and asked if there is adequate layover space at Belmont for shuttles to move there for the 150 days. Mr. Bolon said no, but is doing temporary striping to accommodate it and have been working with the individuals who runs shuttles.

Public Comment

Jeff Carter, Millbrae said during past meetings there was a public comment regarding the pedestrian and bicycle access from the south of Hillsdale Blvd and is unsure if staff responded to that question. He asked if this is designed for two more additional tracks or is limited to two tracks; it is important for High Speed rail if trying to create passing tracks.

Roland Lebrun, San Jose said stop calling it 25th Avenue Grade Separation; has nothing to do with it; and should call it the Bay Meadow station, he said it is just a way to get funding. He said the real problem is there is no passing tracks, he asked why is there an island platform in the middle, he also said for safety concerns they should never let high speed trains go anywhere near the platform.

Doug De long, Mountain View, asked why there are missing images on the PowerPoint presentations, he would like staff to fix the graphic arts problem.

Andy Chow, said the bus connection is a problem because pedestrians would have to cross the street and is unsafe due to the traffic. He said it seems like this plan is going to make it worse; asked if there is a plan on the bus side.

LOS GATOS CREEK BRIDGE UPDATE

Raphael Bolon, Project Manager, reported on:

Project Location

Located along Caltrain line, in the City of San Jose, bounded by Park Avenue to the north and Interstate 280 to the south.

The Los Gatos Creek Bridge

- Owned by JPB
- MT1 owned by Union Pacific Railroad (UPRR)
- Built in 1935
- Does not meet existing current seismic safety standards
- Has structural deficiencies
- Southern timber span was damaged by fire
- Recent Flooding has caused significant scour

Project Key Elements

- Demolish existing two-track bridge
- Replace existing bridge with three new single track bridges
 - Meet current safety and seismic codes
 - Include a tail track to maintain rail operations throughout construction
- Build a Retaining Wall
 - Widen Creek Channel
 - Facilitate City of San Jose future bike trail

Project Benefits

- Safe rail operations
- Improves operations at the San Jose Diridon Station
- Addition of Tail Track

Construction Phases

- Phase I
 - Pre June 1 Work
 - Staging, fencing, temporary access roads, signal work, tail track abutment work, and retaining wall work
- Phase II – Dry Season Window
 - June 2017 – August 2017 – Single Tracking on MT1
 - Tail track bridge construction, includes bridge foundation and abutment work, pre-cast superstructure crane-in
 - August 2017 – October 2017 – Single Tracking on Tail Track
 - Existing bridge demolition, new Main Track 1 and 2 bridge construction and in-creek site mitigation
- Phase II - Post October 2017
 - Main Track 1 and 2 track and signal work, out-of-creek site mitigation, and site clean-up.

Public Comment

Roland Lebrun, San Jose said the real issue is the location of the Central Equipment Maintenance and Operation Facility (CEMOF). The station is located north of Diridon Station; the station should be south and must be relocated. Once that is done it will address all the capacity issues. He said that Caltrain needs four tracks on the stations but does not need two tracks in between the station.

STAFF REPORT UPDATE

Ben Burns, Manager Rail Operations, said his written report is in the agenda packet. He provided the following key highlights of the report:

- On-time Performance (OTP) –
 - September: The September 2017 OTP was 94.7 percent compared to 94.1 percent for September 2016.
 - Vehicle Strikes – There was one vehicle strike on September 5.
 - Mechanical Delays – In September 2017 there were 415 minutes of delay due to mechanical issues compared to 621 minutes in September 2016.
 - Trespasser Strikes – There was one trespasser strike on September 26, resulting in a fatality.
- August: The August 2017 OTP was 95.7 percent compared to 94.5 percent for August 2016.
- Reduction in Horn Noise
- Stanford Football
- Conflict Management Course Transit America Services, Inc. (TASI)

Member Cat Tucker asked how staff responds to public comments, and confirmed if we should tell the public to place it in writing. Chair Shaw said they could send an email and staff will provide a response.

Public Comment

Adrian Brandt, Redwood City, said the September 26 trespasser strike resulted in a fatality of a 14 year old girl; a freshman from Sequoia High School; she was on her way home and the family acknowledged that it was a suicide.

Roland Lebrun, San Jose said the issue is that it does not matter if it is an accident or a suicide; you must design the system to prevent these events from occurring.

DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:

November 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 6:54 p.m.