

**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 SEPTEMBER 20, 2017

MEMBERS PRESENT: C. Chang, L. Fernandez, B. Shaw (Chair), C. Tucker,
R. Valenciana

MEMBERS ABSENT: H. Chamarthy, J. Welch

STAFF PRESENT: M. Beveridge, B. Burns, L. Low, L. Scanlon,

Chair Brian Shaw called the meeting to order at 5:51 p.m. and led the Pledge of Allegiance.

APPROVAL OF MINUTES OF August 16, 2017

Motion/Second: Tucker, Valenciana

Ayes: Chang, Fernandez, Tucker, Valenciana, Shaw

Absent: Chamarthy, Welch

PUBLIC COMMENT

Jeff Carter, Millbrae, said he was asked to participate on the study last month (September) via email and the study did not address the inequitable zone system. He said station to station pricing like Bay Area Rapid Transit (BART) would be more equitable and help low-income riders. Mr. Carter said the new fares are too high. What is currently being proposed in the survey might work in New York, but not in this area.

Roland Lebrun, San Jose, commented on the Electric Multiple Units bike capacity. He said the capacity change proposed will not work. He stated both train riders and bike riders will be present at the October JPB Board to express their concerns.

CHAIRPERSON'S REPORT

Chair Shaw attended the Business Plan Workshop September 9, 2017 hosted by Caltrain to begin the work they are doing on their business plan. He stated it was very well attended with representation across the County's municipalities, as well as private sector and other interested parties from the nonprofit world. He also said the Board is working on two new Committee Members for Santa Clara County and those should be approved at the October Board meeting and will be able to join the next JPB CAC meeting.

COMMITTEE COMMENTS

None.

Public Comment

Roland Lebrun, San Jose, shared his business plan to the Committee. Mr. Lebrun's business plan focuses on the Baby Bullets. He proposed having the Baby Bullet Caltrain Station lengthened from 700 to 1400 feet, carry 2,000 passengers and increasing the Baby Bullet frequency to 4 trains.

PENINSULA CORRIDOR ELECTRIFICATION

Lori Low, Public Affairs Specialist, Government and Community reported on:

Electric Train Designs

- 2016 – Board Made Capacity Decision (bike to seat ratio, onboard bathrooms, upper doors)
- 2017 – Design Progress, Additional Public Input (bike storage seat colors, signage content, etc.)
- 2018 - Virtual Reality 360 Tour will be completed

EMU Seat Outreach

- Public Poll from July 20 to July 28
- Over 2,500 Votes
- Station Outreach with Seat Samples
 - July 24, 2017 – 4th and King Station – San Francisco
 - July 25, 2017 – San Mateo Station – San Mateo
 - July 28, 2017 – Diridon Station – San Jose
- Winning Design
 - Option B – Gray Color Seats - Poll Results = 1,528 – 60.3 percent of vote

EMU Onboard Bike Storage Poll

- Written Comments
 - Hybrid preference = 24 percent
 - Voters who favored the hybrid option mostly preferred it because of easy storage
 - Stacked preference = 24 percent
 - Some people who chose the stacking option preferred it due to current capacity issues
 - A few commented on its ability to accommodate different bike types/sizes
 - Other = 39 percent
 - Some commenters inquired about the hanging racks and if they will be part of either option. Others mentioned their inability to lift their bike
 - Some people want a combination of both the hybrid and stacking options in different parts of the train
 - Some gave feedback on current boarding / deboarding practices, such as stacking by zones, order of boarding
- Bike theft = 16 percent

- There is concern over bike theft in general and the effectiveness of cameras to prevent it
 - A few commenters prefer to have seats in close proximity to bikes for added vigilance
- Poll Results for Bike Storage
 - Stacking : 33.8 percent
 - Hybrid: 66.2 percent
 - Total voted: 1, 708

Ms. Low stated they have been working closely with the BAC since May 2017 and have been presenting and exploring different options and listening to their concerns. Key discussion points presented by the BAC:

- Security > 10 security cameras on lower and mid-levels
- Desire for 3 bike cars with seats near bikes > Loss of seats, not meet Full Funding Grant Agreement (FFGA) requirement
- Flip seat/vertical hook area > signage, develop language with BAC
- Boarding/Deboarding > Platform demarcation, door designation, education

At the August 24, 2017 meeting, the BAC recommended stacking option. She also said they will continue to work with the BAC on other issues such as signage language on the Flip Seats and awareness to inform riders of the busiest trains for people can make more informed choices.

Ms. Low reported that 110 bike thefts were reported in 2016 and 31 percent of the thefts were located at the Palo Alto Caltrain Station and only 1 occurred onboard the train. These numbers do not include unreported thefts.

Ms. Low described to the Committee the EMU Onboard Bike Storage Timeline.

Peninsula Corridor Electrification Construction (PCEP) Update

Design Build Contract

- Advanced Issued for Construction (IFC) Overhead Contact System (OCS) layout design in Segment 2 work areas 5 and 4
- Continued advancement of OCS layout in rest of Segment 2
- Design review coordination with local jurisdictions
- 65 percent location-specific and typical signal design
- Advanced typical 95 percent communication system and traction power system designs

Tunnel Modification

- 100 percent Plans and Specifications submitted for Engineering Review
- 100 percent Plans and Specifications submitted to UPRR for review

Centralized Equipment Maintenance and Operations Facility (CEMOF)

- Build out concepts being evaluated

Work Completed to Date

- Utility Survey
- Geotechnical Investigations
- Soil Resistivity Testing
- Site Surveys
- Disposal of Soil from Geotechnical Investigations
- Signal Cable Inspections

Work In Progress and Upcoming

- OCS Foundation Potholing
- Signal Cable Potholing
- Tree Pruning and Removal
- OCS test piles
- Stray current testing
- Set up and preparation of staging areas
- OCS Foundation Construction

Future Work

- Overhead Utility Relocation
- OCS Pole Installation
- OCS Wire Installation
- TPS site work

Foundation Work

- Excavation
- Rebar and Anchor Installation
- Electrical Grounding
- Concrete Fill
- Foundation work within the South San Francisco Station area will be completed by South San Francisco Station Improvement Project
- Foundation work within 25th Avenue Grade Separation will be completed by the 25th Avenue Grade Separation project
- Foundations for San Bruno Station area were installed as part of the San Bruno Grade Separation

Construction impacts:

- Daytime work and night work from 8 p.m. - 6 a.m.
- Some 24 hour weekend work
- Crews will utilize acoustical barrier blankets and position lights away from homes
- Dedicated hotline for construction complain

Ongoing public outreach:

- Weekly updates will be posted at www.caltrain.com/pcepconstruction
- An upcoming meeting will take place in San Carlos and Belmont – Early October
- The Construction Outreach Office is open Monday – Friday, 9:00 AM to 6:00 PM

Member Cat Tucker asked what the percentage of train riders with their bikes versus all train riders. Ms. Low responded 15 percent.

Ms. Tucker commented that in a previous meeting last year, someone reported that in some other states, bicycles were not allowed in the train. She asked if this would be a consideration (notwithstanding the BAC).

Chair Shaw responded there is a legal ruling which deemed bicycles as luggage a couple years ago. He stated that is part of the carriage agreement that one has when they ride Caltrain, one can carry luggage therefore; one can carry their bicycle onboard a train causing the current repercussions Caltrain is facing.

Ms. Tucker said there needs to be focus as to what is cheapest to accommodate bicycle riders. She said we cannot continue to accommodate every request and do things the wrong way. Ms. Tucker added, we need dedicated funding and sustainable funding to support these requests and we have to think of a way to accomplish this.

Chair Shaw echoed Ms. Tucker's concerns and said the challenge Caltrain's faces is that people are uncomfortable leaving their bikes at the stations and/ or do not have a bike at one end. Chair Shaw believes the legal decision of considering bicycles as luggage has placed Caltrain in this situation and it has manifested years later with the 21st century system that is struggling to handle this decision.

Public Comment

Roland Lebrun, San Jose, said in London, during high peak time (7:00 AM – 9:59 PM (Morning) and 4:00 PM – 6:59 PM (Evening), bicycles are not permitted on the train. Mr. Lebrun commented on the type of surveys conducted and he feels having riders decide in a color of upholstery, color of the train's exterior, as opposed to the actual interior design/layout of the new trains (number of seats, capacity of the train) is unreasonable.

Jeff Carter, Millbrae, said High-Speed Rail should not be dictating to Caltrain. He also stated people do not see the benefits of bringing a bicycle on board the train. Mr. Carter said additional bicycle parking spaces are not cheap, but it is probably more expensive to provide additional parking and additional transit vehicles.

REPORT ON THE BIKE MANAGEMENT PLAN

Ms. Scanlon presented:

- A presentation was made to BAC on August 24, 2017
- There was public outreach in September 2017
- The Draft Plan is on the October 5, 2017 agenda for the Caltrain Board of Directors
 - Will be seeking Board adoption of the Draft Plan
- Seeking CAC's recommendation that the Board adopt the Draft Plan

Ms. Scanlon informed the Committee the Draft is available at
http://www.caltrain.com/projectsplans/Plans/Bike_Parking_Management_Plan.html

Major Revisions or Additions to the Draft Plan after Public Review were identified:

- More data on bike thefts at stations
- Additional language to support adoption of new bike parking technologies
- Additional implementation action to create Funding Plan

Next Steps:

- October 5, 2017 JPB Meeting: Seek adoption of Draft Plan from Caltrain's Board of Directors
- After adoption, pursue implementation:
 - Hire dedicated project manager for bike access
 - Develop funding plan and updated timeline
 - Draft solicitation documents to procure third party vendor for bike parking

Mr. Valenciana asked what the vetting process is for the Project Manager. Ms. Scanlon said Caltrain has on-call contracts they use for planning. Caltrain has engineering and other support services that are going to be the vehicle that they would use. Caltrain is also talking with others from the bike coalition and our technical advisory committee members who included staff from three counties that specialize in bicycles. Caltrain will be reaching out to the technical advisory committee that helped them with the Bike Parking Management Plan.

Mr. Valenciana asked what the time frame would be for program to take effect. Ms. Scanlon said it is yet to be determined. The project manager will need to come up with a time frame and look into funding opportunities.

Chair Shaw proposed the following recommendations:

- Look into the private sector for opportunities to provide bike storage off-site, off the trains. He said it is a critical piece to this issue. Chair Shaw proposed a system where bike riders can store their bike safely at a home station and then pick up a bike share at their destination station, and then the bike is never on Caltrain in the first place. He believes to have no bikes on Caltrain is a major goal to achieve because bike riders are feeling very safe and secure to store their bike and having access to one, if they need one.
- In terms of selecting the project manager, is to include a representative from the BAC to be a part of the screening/ interviewing process so that the Committee member feels there is ownership of that person and their success.

Public Comment

Roland Lebrun, San Jose, said the private sector (Google) is getting involved and is providing solutions. Google will be providing 10,000 bikes at the Diridon Station. Mr. Lebrun feels the agency budget is getting out of control and has to come up with better solutions.

Jeff Carter, Millbrae, said it is not realistic to say no bikes in the future on Caltrain because there will probably always be a demand. Mr. Carter stated usage of utilization of permit bike lockers is not high and that it might be better to have the e-lockers.

Motion/Second: Tucker, Valenciana

Ayes: Chang, Fernandez, Tucker, Valenciana, Shaw

Absent: Chamorthy, Welch

STAFF REPORT UPDATE

Ben Burns, Manager Rail Operations, presented:

- August 2017 the On Time Performance was 95.7 percent compared to 94.5 percent for August 2016.
- Mr. Burns stated that in August 2017 there were 428 minutes of delay due to mechanical issues compared to 858 minutes in August 2016. This is a significant improvement.
- Conflict Management Training will take place October 9, 2017 to train the trainers and then disseminate the training to the conductors and the workers that are in contact with the public. The latter will take place at the end of October.
- There is a joint collaboration between Center for Transportation Excellence (CFTE) and Caltrain Operating Rules Committee for noise pollution reduction. Their focus is to reduce horn noises at certain designated stations.
- New time table change taking effect October 1, 2017. Slight adjustments were made to 14 trains to reduce recording effects with congestion and improve OTP.

Member Tucker asked if the noise pollution reduction is a state legislature requirement. Mr. Burns responded that there are safety devices in place for every station and pedestrian crossings. It is up to the engineer's discretion if he/she wants to use the horn for the public's safety.

Member Tucker asked who owns the crossing arms because the people in her community are complaining about a broken crossing arm that has not been repaired in a long time. Mr. Roland Lebrun, San Jose, confirmed Caltrain is not responsible for broken crossing arm; the responsible agency is Union Pacific.

Public Comment

Mr. Roland Lebrun, San Jose, complimented all the hard work Mr. Joe Navarro, Director, Rail Operations has done at the agency and feels there has been significant improvement since he came on board.

Jeff Carter, Millbrae, expressed his disapproval of the fare increase on the monthly pass and he feels it is really uncalled for.

DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:

October 18, 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 6:30 p.m.