

**Peninsula Corridor Joint Powers Board  
Technology, Operations, Planning, and Safety (TOPS) Committee**

**1250 San Carlos Avenue, San Carlos, CA 94070**

**Minutes of March 26, 2025**

**Members Present:** Shamann Walton

**Members Present** Pat Burt, Rico E. Medina (Chair)  
**via Teleconference:**

**Staff Present:** A. Brook, M. Bouchard, J. Harrison, L. Lumina-Hsu, M. Meader

**1. Call to Order**

Chair Medina called the meeting to order at 1:30 pm.

**2. Roll Call**

Deputy District Secretary Loana Lumina-Hsu called the roll and confirmed a quorum was present.

**3. Pledge of Allegiance / Safety Briefing**

Chair Medina led the Pledge of Allegiance and delivered the safety briefing.

**4. Public Comment on Items not on the Agenda**

Adrian Brandt commented on flat spots.

**5. Approval of Meeting Minutes for February 26, 2025**

Motion/Second: Walton/Burt

Ayes: Burt, Walton, Medina

Noes: None

**6. Award a Contract to Myers & Sons Construction, LLC for Construction Manager General Contractor Pre-Construction Services for Middle Avenue Pedestrian and Bicycle Rail Undercrossing Project for \$594,415.98**

Audrey Brook, Director, Capital Program Delivery, provided the presentation that included the following:

- Construction Manager/General Contractor (CMGC) Procurement Approach
- Benefits for competitive pricing, open-book cost evaluation, risk allocation, diversity contracting, early bid packages, and enablement of early utility relocation
- Five firms and joint ventures submitted proposals
- Myers & Sons Construction determined to be the highest-ranked proposer by selection committee comprised of staff from Peninsula Corridor Joint Powers Board (JPB) and City of Menlo Park
- Contract fully covered by approved project budget for preliminary engineering and preconstruction phase design collaboration tasks

The Committee members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Project cost escalation, value engineering, construction schedule, and project funding
- May 2024: total project for \$62 million at 30 percent design performed by City of Menlo Park
- Construction Extending length of the tunnel; extension piece for cover up or build over has not been decided
- Project limitations due to construction costs escalation, bicycle and pedestrian impacts, and at-grade construction impact on communities
- City of Menlo Park restrictions based upon JPB reconciliation
- CMGC involvement to help Caltrain identify what is driving costs and cost-savings
- Continuation of discussion at Board level for right-of-way, partnering appropriately with communities to make railroad a safer place, maximizing assets while balancing with partnerships
- JPB policies restrictions on projects and necessity of requirements
- Community partnerships and maximization of assets

#### Public Comment

Roland commented on Japanese modular construction technique to address escalated construction costs and construction contract elements.

Adrian Brandt commented on passing, service vision planning, and JPB policy height requirements.

Director Burt seconded the motion stipulating that should there be budgetary impacts or costs impacts causing the project to go above the budget, staff is to reexamine the design, including the potential use of the Caltrain right-of-way. Director Walton concurred.

Motion/Second: Walton/Burt

Ayes: Burt, Walton, Medina

Noes: None

*Chair Medina left the meeting at 1:56pm leaving the teleconference location open and accessible to the public.*

## **7. Receive Update on the Trespasser Prevention Safety Plan**

Mike Meader, Chief Safety Officer, provided the presentation that included the following:

- Addressing pedestrian and vehicle trespassing
- Impact on people, Caltrain property, and representation
- Impact on persons, Caltrain property, and reputation
- Peer engagement with transit agencies, mental health crisis, and encampment management

- Expand education efforts including:
  - Upstream mental health training for employees
  - Expand mental health and public messaging resources
  - Crisis Intervention, signage, Psychiatric Emergency Response Teams (PERT), employee trauma counseling services, counselors/social workers to travel with transit police teams
  - CCTV (closed caption television), rail sentry, ROW (right-of-way) detection
- Explore engineering methods and environmental deterrents and enhancements including:
  - Means restriction, detection, and alert technologies
  - Trespasser panels and access barrier technologies
  - Transit watch apps with public crowdsourcing
  - Enhance Pedestrian crossing channelization, lighting at grade/pedestrian crossings, and explore blue lighting, and audio enhancements at stations
- Increase enforcement, training, and outreach including:
  - Partnership with municipal police departments for enforcement coverage
  - Increase transit police officers
- Board approval of plan, working on budget with Transportation Authority (TA)
- Budget development and safety improvements evaluation
- Timeline for near-term, long-term efforts, longer term plans and costs benefits

The Committee members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Platforms, screen doors integration, and secured platforms
- Secured platforms at Caltrain stations
- Cap and Trade dollars and additional measures for High-Speed Rail funding
- Consideration of packaging grade separation and improvements to address trespassers
- Explore if the high-speed rail project can be used to qualify for funding
- Coordination with Metropolitan Transportation Commission (MTC) for project funding for this program through cap-and-trade dollars
- Identification of high-risk areas using historical data, near miss reports
- Enforcement – correlation or data if enforcement deters suicides or incidents
  - Motorist behavioral standpoint: tickets and video evidence show people behaving better
  - Pedestrians' standpoints: no data as officers arrive and trespassers are no longer present once they arrive
- Identification of high-risk areas through historical data and near miss reports
- Data on enforcement's effect on deterring suicides or incidents

#### Public Comment

Adrian Brandt commented on program framing, intentional incidents of vehicles and entering the tracks, trespassing for suicides versus short cut trespassers, effective methods for different type of problem solving, accidental problems caused by grade separations, and addressing mental health issues by coordinating with agencies.

Roland commented on if data exists for incidents of on tracks or express trains going through stations, track operations for express trains, and separation of European train tracks.

- 8. Committee Member Requests** - There were none.
- 9. Date/Time of Next Regular TOPS Committee Meeting:** Wednesday, April 23, 2025, at 1:30 pm.
- 10. Adjourn** - The meeting adjourned at 2:15 pm.