Chair John Hronowski called the meeting to order at 6:04 p.m. Cat Tucker led the Pledge of Allegiance.

Approval of Minutes
Gerald Graham said he was not absent from the May 19 meeting.

The Committee (Richardson/Tucker) approved the minutes of May 19, 2010 with this correction.

Public Comment
Jeff Carter, Burlingame, asked if the JPB usually does interviews for the JPB CAC.

Mr. Carter said blogs report there is no need for Caltrain and BART to both come down the Peninsula. He said this would be very expensive to change and the public needs to be educated on the benefits of Caltrain and High Speed Rail (HSR). He said the Palo Alto Daily Post has a vendetta against HSR, which says Union Pacific will never allow HSR on the Peninsula and HSR will destroy neighborhoods and thousands of houses.

Director Rail Transportation Michelle Bouchard said the JPB CAC interview process is not set in concrete. Each JPB county decides what method it will use for the interview process, which can vary from appointing the incumbent to a review of all applicants.

Andy Chow, Redwood City, said there were problems during the fatality that occurred during Monday’s commute hours for baseball service because some local trains operated as express to San Francisco and some express had to operate as locals. He asked that staff review protocols on which trains are running local or express when there is excessive crowding on the trains.

Mr. Chow is president of Bay Rail Alliance and it is contemplating a Caltrain summit with public officials and stakeholders to address Caltrain’s financial situation.

Chairperson’s Report – Mr. Hronowski
- The JPB held a public hearing at its June 3 meeting to consider a declaration of a fiscal emergency for Fiscal Year 2011 and declared a fiscal emergency.
- At their May meeting, the CAC discussed cancelling the July meeting.

Ms. Bouchard said it is likely the August JPB meeting will be cancelled.
A motion (Richardson/Graham) to cancel the August meeting was approved.

Chair Hronowski thanked Director Art Lloyd for attending today’s meeting.

**Staff Report – Ms. Bouchard**

- Highlighted positive Caltrain ridership performance results that Francois Granade reflected upon at the May meeting by comparing Caltrain’s 5.8 percent performance decrease for the calendar year to other national rail commuter operations:
  a. San Diego down 23 percent
  b. Altamont Commuter Express down 21.1 percent
  c. Chicago’s Metra down 7.3 percent
  d. Seattle’s Sounder down 10 percent
  e. Virginia Railway Express and the Massachusetts Bay Transportation Authority experienced gains primarily due to a major increase in Federal government hiring.

  Ms. Bouchard said Caltrain has worked very hard to retain its ridership and gives credit to the hard work done by Amtrak staff resulting in an extraordinary record of on-time performance especially in dealing with fatalities and mechanical delays.

- After a three-year effort, Caltrain has received a waiver from the Federal Railroad Administration (FRA) to operate lightweight non-compliant Electric Multiple Units (EMUs) with crash energy management with standard American compliant trains on the same tracks. Peninsula Rail Program (PRP) Director Bob Doty was acknowledged for his remarkable efforts with this project. The FRA waiver letter was distributed at the meeting.

- Staff is confident the Electrification Environmental Impact Review will come back for approval because it will allow Caltrain to use EMU rolling stock that is safe with more efficient use of fuel and has been tested to perform in a collision as well or better than traditional trains.

- Staff is working with the PRP and HSR to develop an integrated service model, which will define Caltrain, HSR and BART as serving different purposes but ultimately working together as a cohesive transportation system.

- Current average weekday ridership is flat at about 40,000, a decrease of 1 percent from June 2009. Revenue is up, which has been affected by the fare increase for the GO Pass and parking and special service.

- Staff continues to work with the Metropolitan Transportation Commission to plug the $12.5 million budget deficit, which may include a combination of service changes and fare increases. Staff is recommending the Board conduct a public hearing at its September 2, 2010 meeting to receive public comment on proposed Caltrain service suspensions and fare changes. Staff will conduct public outreach meetings in the August 19-21 timeframe at the San Jose Diridon and San Francisco Caltrain stations and at the San Mateo County Transit District offices; CAC support will be appreciated at the meetings.

  Sepi Richardson said she couldn’t recall anyone ever receiving this type of FRA waiver.
Ms. Bouchard said it has never occurred. She said Mr. Doty knew and understood how to approach the FRA, which was ready for a change.

**Public Comment**

Doug DeLong, Mountain View, said there was no place in the United States where heavy and lightweight freight operated together until this waiver; and it adds operational flexibility with passenger equipment and with Amtrak’s long haul trains. The waiver creates a benchmark for this type of equipment to be used in the United States especially because Caltrain owns its right of way.

Mr. DeLong suggested service enhancements to the Santa Clara Valley Transportation Authority Route 168 bus route that might actually provide better transit options for southern Santa Clara County and be less expensive to implement rather than operating Caltrain to Gilroy. He said Monterey County wants to extend service to Salinas and suggested Capitol Corridor service be extended past San Jose to Gilroy or Salinas, which breaks the crew time issue and provides breakfast service.

Mr. DeLong commented on a recent reported spike in hospitalizations of young people that might be representative of something going on in the larger society and might relate to the teen suicides on the railroad.

Jeff Carter, Burlingame, congratulated staff and Mr. Doty for the FRA waiver. He said a rider questioned whether there would be Baby Bullet service after Caltrain electrification.

Mr. Carter asked if there would be southbound service after the July 4th fireworks in San Francisco and asked for ridership comparison data for BART and Caltrain.

Andy Chow, Redwood City, said the Bay Rail Alliance has advocated for running lightweight trains. He said the president is willing to support HSR and improved train service. He said improved rail service will help in terms of reducing oil dependency. He said there is a toxic relationship between Caltrain and BART that isn’t seen in transit in southern California and people need to recognize that each service has its own purpose. Improving Caltrain will put an end to that toxic relationship. Replacing Caltrain with BART would close down the railroad for years.

Bruce Jenkins said the windows in gallery cars sparkle. Ms. Bouchard said the mechanical department solved the problem with the washing solution.

**Committee Comments**

Ms. Richardson said she is a Brisbane representative to the City/County Association of Governments of San Mateo County (C/CAG), which met yesterday with Quentin Kopp, and California High-Speed Rail Authority (rail authority) CEO Roelof van Ark and other high-speed rail officials. She said there is a general feeling of poor communication from the rail authority, concerns with high project costs and availability of funding sources. She requested a fact sheet from staff on talking points about HSR to use for public inquiries. A comment was made that the Federal government is supporting HSR and it is banking on receiving Federal stimulus funding.
and funding from private/public partnerships. She was concerned about Congresswoman Jackie Speier’s comment that HSR should end in San Jose from the south. She said cities that want to put HSR underground should incur the costs.

Ms. Bouchard said Government Affairs Manager Seamus Murphy is the staff contact for HSR issues. Ms. Richardson said Mr. Murphy presented at C/CAG and asked if he could present a HSR update to the CAC.

Ms. Richardson thanked Director Lloyd for attending the CAC meeting.

Mr. Jenkins said he and Director Lloyd attended this morning’s Capitol Corridor meeting and staff is working on service to Monterey and Salinas.

Mr. Graham said he was taking the Capitol Corridor to Suisun and that train left on Sunday at 9:50 a.m. The first southbound Caltrain out of San Francisco arrives at 9:51 a.m. and came in at 9:49 a.m. He would like to see an adjustment of schedules.

Brian Wilfley said he attended the June JPB meeting and was struck by the fact that savings from eliminating weekend service were quite small especially when one considers how many people use the service.

Mr. Wilfley referenced the FRA waiver and said it is important in how one approaches these types of agencies. If they are forced to bend to your will, you will fail, but if you approach them by presenting an opportunity to do things better, they will sign up. He credited Mr. Doty with the latter approach and said it points out that Caltrain is where innovation is happening with American railroads; and everyone involved deserves huge credit.

Ms. Tucker said there is a large anti-HSR group in rural areas of Gilroy and she doesn’t receive positive feedback from HSR. She said the community is concerned about the sound of HSR trains that will run between two mountain ranges. She requested staff provide talking points for the local elected officials to address community questions. Ms. Bouchard said it would be good to have an update from Mr. Doty and a HSR fact sheet from staff. She said a unique situation with Gilroy is that Caltrain does not own the right of way and PRP efforts are from San Jose north.

Mr. Richardson said there are two camps for HSR: Ten percent are absolutely supportive; 10 percent cannot be convinced of its importance; and 70-80 percent are in the middle, don’t know the facts and are concerned about eminent domain. She said people need to be forward-thinking because HSR will come and everyone needs to get onboard and solve problems.

Ms. Bouchard said, regarding Caltrain’s financial issues, the process involves staff’s recommendation to the Board to call for a public hearing, having contemplative-type outreach, analyzing all issues and providing all options to the public. She said staff will most likely report efforts to decrease the deficit at the July Board meeting and report on a revised deficit number, which will guide the magnitude of service cuts and fare increases. Ms. Bouchard said service cuts and fare increases will most likely not close the budget gap and there hasn’t been a fare increase in two years. She thinks the public will understand the need for changes. She said staff will take all comments made at the September JPB public hearing, complete additional analyses
and return to the October JPB meeting with a refined staff recommendation to deal with the deficit.

Mona Tekchandani thanked Ms. Bouchard for the positive thoughts on Caltrain’s financial challenges.

Ms. Tekchandani asked about the debriefing process. Ms. Bouchard said each incident is fairly unique but there are certain decisions that need to be made. Anytime there is a service disruption staff must figure out what kind of contingency operating plan can be deployed that would be at least a consistent service to the public. There is the vantage point of the person on the train who must stay there until the coroner arrives. During the last incident, staff got a track back in 10-12 minutes but the incident was in the middle of the longest three-mile single track section on the railroad. Staff must decide which trains are where, which trains can be deployed in different directions, and must deal with crowding on platforms and north and southbound scheduling issues with Baby Bullet and local trains to get past the blockage caused by the incident. The public information piece is huge during an incident and all of this is monitored via a conference call. Decisions must be made on bus bridges, basic operating service and recovery of the normal schedule.

Ms. Tekchandani said she didn’t think some of these changes were implemented in the past couple of years but feels things are moving more quickly. Ms. Bouchard said things have evolved significantly over the last six months.

Ms. Tekchandani asked if one of the public hearings could be held at Stanford University and offered to help. Ms. Bouchard said she appreciates the offer.

Chair Hronowski said he is ecstatic about the FRA waiver.

Assistant District Secretary Rosemary Lake said the JPB will act on the CAC’s request to change the meeting time to 5:30 p.m. and the ability to change meeting time and date without Board approval. Ms. Bouchard said this action will be on the July 1 JPB agenda so the next CAC meeting after July 1 will begin at 5:30 p.m. She said a notice will be sent to the CAC on the Board action after the July Board meeting.

**Date, Time, and Place of Next Meeting**
Wednesday, July 21, 2010, 5:30 p.m., San Mateo County Transit District Administrative Building, 2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA

The meeting was adjourned at 7:06 p.m.