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MICHAEL J. SCANLON
EXECUTIVE DIRECTOR

**JPB Citizens Advisory Committee
1250 San Carlos Avenue, San Carlos, CA 94070
Bacciocco Auditorium, 2nd Floor**

AGENDA

November 18, 2009 - Wednesday

6:00 p.m.

STAFF LIAISON: Michelle Bouchard, Deputy Director, Rail Transportation

1. Pledge of Allegiance
2. Roll Call
3. Approval of Meeting Minutes of October 21, 2009
4. Public Comment
Public testimony by each individual speaker shall be limited to three minutes
5. Chairperson's Report (G. Graham)
 - a. Selection of a Nominating Committee for 2010 Election of Officers
6. Presentation:
 - a. Caltrain Short Range Transit Plan (M. Choy)
 - b. Caltrain Customer Satisfaction Survey (P. Boland)
 - c. Caltrain Web site Update: (P. Boland)
7. Staff Report (M. Bouchard)
8. Committee Comments
9. Date, Time and Place of Next Meeting
December 16, 2009 at 6:00 p.m., San Mateo County Transit District Administrative Building, 2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA
10. Adjournment

All items on this agenda are subject to action

CAC MEMBERS: **San Mateo County:** Paul Bendix, Gerald Graham (Chair), Sepi Richardson (Vice Chair)
San Francisco City & County: François Granade, John Hronowski, Mona Tekchandani
Santa Clara County: Bruce Jenkins, Cat Tucker, Brian Wilfley

INFORMATION FOR THE PUBLIC

If you have questions on the agenda, please contact the Assistant District Secretary at 650-508-6223. Agendas are available on the Caltrain Web site at www.caltrain.com.

JPB and Citizens Advisory Committee (CAC) meeting schedules are available on the Caltrain Web site.

Location, Date and Time of Regular Meetings

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Ave., San Carlos, CA, which is located one block west of the San Carlos Caltrain Station on El Camino Real. The office is also accessible by SamTrans bus routes: 390, 391, 295, 260, and KX. [CLICK HERE FOR MAP.](#)

The JPB Citizens Advisory Committee meets regularly on the third Wednesday of the month at 6 p.m. at the same location. Date, time and place may change as necessary.

Public Comment

If you wish to address the Committee, please fill out a speaker's card located on the agenda table and hand it to the Assistant District Secretary. If you have anything that you wish distributed to the Committee and included for the official record, please hand it to the Assistant District Secretary, who will distribute the information to the Committee members and staff.

Members of the public may address the Committee on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to three minutes and items raised that require a response will be deferred for staff reply.

Accessibility for Individuals with Disabilities

Upon request, the JPB will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to Assistant District Secretary at Peninsula Corridor Joint Powers Board, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to cacsecretary@caltrain.com; or by phone at 650-508-6223, or TDD 650-508-6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that public records are distributed or made available to the legislative body.

**JPB CITIZENS ADVISORY COMMITTEE
San Mateo County Transit District Administrative Building
1250 San Carlos Avenue, San Carlos CA 94070**

MINUTES OCTOBER 21, 2009

MEMBERS PRESENT: P. Bendix, G. Graham (Chair), F. Granade, J. Hronowski, B. Jenkins, S. Richardson, M. Tekchandani, C. Tucker

MEMBERS ABSENT: B. Wilfley

STAFF PRESENT: T. Bartholomew, M. Bouchard, B. Doty, R. Lake

Vice Chair Sepi Richardson called the meeting to order at 6:04 p.m. and led the Pledge of Allegiance.

Chair Gerald Graham arrived at 6:05 p.m.

Approval of Minutes

Chair Graham said on page 5 of 6, “one long burst, two short bursts and another long burst” should read, “*two long bursts, a short burst and a long burst.*” The Committee (Richardson/Hronowski) approved the minutes of September 16, 2009 with this correction.

Public Comment

Jeff Carter, Burlingame, said several trains going to the San Francisco Lovevolution Parade were full at Palo Alto and Millbrae and expressed to San Francisco. He didn’t know how staff could better prepare for these crowds. Stanford freshman take Caltrain to San Francisco to participate in initiation scavenger hunts in the fall. There will be extra trains for next week’s Fleet Week activities.

Pat Giorni, Burlingame, said she is a bike advocate and asked that Caltrain reestablish the bicycle advisory committee, which could review bike issues with Caltrain. She said last month Caltrain asked the San Mateo County Transportation Authority (TA) for \$1.5 million for parking lot improvements at the South San Francisco Caltrain Station but the project doesn’t include a space or two for a shelter for bike parking. She said bike riders leaving the San Carlos Caltrain Station must take the sidewalk to the protected pedestrian lane or walk across San Carlos Avenue because the traffic detector loop on the parking lot side does not detect bicycles.

Deputy Director Rail Transportation Michelle Bouchard said Caltrain has had a quarterly bicycle advisory committee meeting. Staff is working on a plan to bring together a more formalized bike group to address these types of issues and hopes to finalize the proposal before the end of the year.

Jim Bigelow, San Mateo County TA CAC, said the number one project at the CAC is Caltrain electrification and improvements, which need to be enhanced with the joint project between Caltrain and High Speed Rail (HSR). The challenge is that Caltrain and HSR need to work with 17 cities in 30 months, starting in July 2009, and need to complete an Environmental Impact

Report (EIR) and Environmental Impact Statement (EIS), 30 percent engineering and communicate with all elected officials, residents and stakeholders to have an approved project at the end of 2011 and a fund obligation by the end of 2012; assuming Caltrain receives federal HSR stimulus money. If HSR is successful between San Francisco and San Jose it would be the first electrified system with positive train control to a new Federal Railroad Administration (FRA) standard.

Presentation: Peninsula Rail Program

Peninsula Rail Program Director Bob Doty provided details of the Peninsula Rail Program (Caltrain 2025 & California HSR)

- Caltrain has 32 stations and 42 grade crossings and provides north/south service between San Francisco and San Jose with weekday commute service to Gilroy. Caltrain owns 52 miles of the right of way and the Union Pacific Railroad (UP) owns 25 miles.
- Ninety-eight trains per day provide three types of service: express Baby Bullet, limited and local (off-peak only) with push-pull service, and 46,000 weekday riders.
- Riders expect more stops and reduced runtimes, new vehicles, and greater ease of access.
- Caltrain's current infrastructure, signal system and diesel vehicle technology limit capacity. Regional growth, the Transbay Transit Center and HSR will triple rider demand. The majority of Caltrain's fleet is due for replacement by 2015 with uncertain funding commitment or sources.
- Solutions to Caltrain's current situation include the need to improve performance; minimizing impacts to current operations; maintaining express service at less than 60 minutes; stopping at all stations at least every 30 minutes; a need for maximum travel time of 70 minutes to balance loads; minimizing equipment and operating costs and maximizing revenue potential.
- New trainset technology includes FRA-compliant electric locomotives with a train length that affects performance (acceleration) or Electric Multiple Units (EMUs), which are European-compliant, self-propelled units that are not affected by train length.
- The FRA mandated safety and operational improvements for improved grade crossing safety, signal system for five-minute headways and freight separation as part of the waiver requirement process.
 1. Caltrain is the first in the U.S. to put out a bid for a Positive Train Control (PTC) system.
 2. Caltrain grade crossing improvements include pedestrian crossing gates, channelization, curb and median street improvements and pavement marking.
 3. Caltrain is involved in a waiver process with the FRA to request that European equipment work in the U.S. Caltrain's testing data was accepted by the FRA and forwarded to the safety committee for a response on the waiver request. If a waiver is issued Caltrain will be the poster child for using PTC to enable shared use of the Caltrain corridor. The FRA is supporting Caltrain's efforts because they are the sponsoring agency for HSR.
- Voters approved \$9.95 billion in bonds to build HSR in California with Phase 1 development to include the San Francisco to San Jose segment.
- Caltrain and the California High Speed Rail Authority (CHSRA) partnered in a Memorandum of Understanding (MOU) in March/April 2009 for joint development of one HSR program and a second MOU that will split costs between HSR and Caltrain.

- Time can stop the HSR project because costs will become too high; if scope is increased too much project costs become too high. A successful HSR project is a combination of what is desired, what is feasible and what is achievable.
- Transportation agencies, the CHSRA, Caltrain, cities, the public, and environmental agencies/interests must be context sensitive to program features.

Chair Graham thanked Mr. Doty for the excellent presentation and is pleased to see what has come to fruition since the initial HSR presentation to the CAC.

Ms. Richardson asked about project costs. Mr. Doty said the costs for the first phase total \$4-\$5 billion. American Recovery and Reinvestment Act (ARRA) funding under Track 2 money is matched by California bond money.

Paul Bendix said he was surprised to read that HSR farebox recovery could be 70 percent. Mr. Doty said Caltrain has done a cost benefit analysis and rolling stock costs from a capital perspective saves more on a life cycle basis because availability and reliability go up, which means less equipment; and he doesn't see a difficulty for a 70 percent farebox ratio.

John Hronowski asked if freight trains would be separated from HSR trains. Mr. Doty said in Caltrain's current trackage rights agreement there is the ability to restrict freight to time of day. Caltrain has talked to UP and they understand what is coming and that Caltrain will not commingle revenue operations and freight operations in the main corridor.

Francois Granade said Caltrain is institutionally complex with three partners. Mr. Doty said all partners need to get serious about structure because the technology is not complicated. There needs to be a strong position and commitment from the highest authority to say we are going to do this.

Mr. Granade asked how the CAC could help. Mr. Doty said the majority of people in favor of HSR don't show up at outreach because they think the process is complete. People who show up are scared. For example, people need to express the value of HSR to businesses that will save money in moving people and in their connection to the entire state. People ask four questions:

- Will you listen to me?
- Will you go away?
- Why should I listen to you?
- What will this do to or for me?

Mr. Doty said the question should be what does this do for us, not to us.

Public Comment

Jeff Carter, Burlingame, said people should listen to Mr. Doty and not politicians because they have misinformation from people who don't want HSR.

Ms. Richardson said there are a lot of politicians who have lots of questions.

Chairperson's Report

A letter was sent to the *Daily News* that Mr. Granade composed on behalf of the CAC regarding an incident when a driver was trapped on the tracks on October 16, 2009.

Staff Report

Ms. Bouchard reported:

- There has been decreased ridership, which is steady at about 9 percent. Revenue is below September 2008 but tracking on budget.
- The San Francisco LovEvolution Parade was attended by about 100,000 people and there were four other major events in San Francisco. Caltrain did their best to get all extra resources at the last minute and will be better prepared for next year's event.
- Special service includes Stanford Football and the Big Game, the United Football League's premier season and Opera at the Park.
- Caltrain ridership for the Giants season increased 10 percent in 2009 and hopes to continue robust ridership on weekends.
- The horn retrofit is 50 percent complete and three to four cars are being completed per week with cab cars and F40 locomotives and on gallery and older vintage Bombardier cars.
- The second bike retrofit project in converting non-Bombardier cab cars, which enables Caltrain to have two Bombardier cars per fleet or 48 bikes per Bombardier consist. Work should be completed by the first week of November.

Committee Comments

Cat Tucker thanked Mr. Granade for writing the letter to the *Daily News*.

Date, Time, and Place of Next Meeting

Wednesday, November 18, 2009, 6 p.m., San Mateo County Transit District Administrative Building, 2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Adjournment at 7:10 p.m.