



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

October 16, 2013 – Wednesday

5:40 p.m.

1. Pledge of Allegiance
2. Roll Call
3. Approval of Meeting Minutes of September 18, 2013 MOTION
4. Public Comment
Public testimony by each individual speaker shall be limited to three minutes
5. Level Boarding Update (Casey Fromson) INFORMATIONAL
6. Subcommittee Report: Goal Setting Prioritization Discussion INFORMATIONAL
(Paul Bendix, Kevin Gardiner, Cat Tucker)
7. Chairperson's Report (Kevin Gardiner)
8. Staff Report
9. Committee Comments
Committee members may make brief statements regarding CAC-related areas of concern, ideas for improvement, or other items that will benefit or impact Caltrain service or the CAC
10. Date, Time and Place of Next Meeting
November 20, 2013 at 5:40 p.m., San Mateo County Transit District Administrative Building, **3rd Floor Gallagher Conference Room**, 1250 San Carlos Avenue, San Carlos, CA
11. Adjournment

All items on this agenda are subject to action

CAC MEMBERS: **San Mateo County:** Paul Bendix, Adina Levin (Vice Chair), Dee Marie Lindsey
San Francisco City & County: Jonathan Berk, Kevin Gardiner (Chair), Alexandra Sweet
Santa Clara County: Bruce Jenkins, Yvonne Mills, Cat Tucker

INFORMATION TO THE PUBLIC

If you have questions on the agenda, please contact the Assistant District Secretary at 650.508.6223 or cacsecretary@caltrain.com. Agendas are available on the Caltrain Web site at <http://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: 295, 260, ECR and KX.

The JPB Citizens Advisory Committee meets regularly on the third Wednesday of the month at 5:40 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 650.508.6279, 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.

**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 18, 2013

MEMBERS PRESENT: P. Bendix, J. Berk, B. Jenkins, A. Levin, A. Sweet, C. Tucker, K. Gardiner

MEMBERS ABSENT: D. Lindsey, Y. Mills

STAFF PRESENT: J. Averill, M. Bouchard, C. Fromson

Chair Kevin Gardner called the meeting to order at 5:43 p.m. and led the Pledge of Allegiance.

APPROVAL OF MINUTES

A motion (Levin/Sweet) to approve the minutes of August 21, 2013 was approved (Tucker/Jenkins abstained).

PUBLIC COMMENT

Jeff Carter, Millbrae, said there are still glitches with the Predictive Arrival/Departure System (PADS). He said after Train 366 left Millbrae today, the system said, "Train Arriving," and then it said Train 366 was two minutes late. He said Train 264 was not shown as the next train, but then the system said Train 264 was 25 minutes late, but it arrived on time.

Andy Chow, Redwood City, said Caltrain's reliability has been going down over the last few weeks. He said he hopes Caltrain takes care of the mechanical problems as quickly as possible so there won't be repeated failures. He recommends Caltrain install pedestrian crossovers at select locations at all key stations.

UPDATE ON THE COMMUNICATIONS-BASED SIGNAL SYSTEM/POSITIVE TRAIN CONTROL (CBOSS/PTC) PROJECT – Casey Fromson

Casey Fromson, Government Affairs Officer, said there will be two Caltrain 150th Anniversary events. One will be in Menlo Park on October 19th and will focus on the historical aspect of the 150 years of Caltrain. The second will be January 18th at Santa Clara with a formal presentation about what has happened over the last 150 years and where Caltrain will be going in the future with Caltrain Modernization.

Ms. Fromson presented:

- This project is designed to meet all Federal requirements, improve performance, being done in partnership with the Federal Railroad Administration (FRA), Union Pacific (UP), and California High-speed Rail Authority (CHSRA).

- CBOSS/PTC requirements are to prevent train-to-train collisions, over speed derailments, and interoperability. Caltrain requirements are to enhance crossing safety/performance, improve headways and operational flexibility, enforce scheduled station stops, schedule management, reduce gate down time, and increase capacity.
- Total project cost is \$231 million.
- Project has been split into three segments. Segment 3 is eight miles long and runs between Santa Clara and San Jose, Segment 2 is 36 miles long and runs between Santa Clara and South San Francisco, and Segment 1 is eight miles long and runs between South San Francisco and San Francisco. The project was split into three segments because of the complexity that occurs in the north and south segments. The south segment has all the tenant railroads and the north segment has hills, tunnels and geographic issues that make the communication system more challenging.
- CBOSS/PTC will be in revenue service by October 2015.
- Data communications and subsystem installation is beginning now and will provide the data system to control PTC. The wayside interface units will show where the train is. Dynamic testing will occur in 2014 and 2015 and will include flashing lights and blowing horns. Not all installation activities will be very noticeable to the public. Some work will need to be done overnight.
- The FRA will be on site as the system is being tested.
- Photos of fiber installation and base station installation were shown.
- There will be 14 base stations added within the Caltrain right of way and many are near Caltrain Stations. There will be stations in San Francisco, Brisbane, Burlingame, San Mateo, unincorporated San Mateo County, Palo Alto, Sunnyvale, Santa Clara and San Jose. It will take approximately two weeks to install each base station.
- Outreach
 - Dedicated team working on project and working with the communities.
 - Fact sheets have been created for each city.
 - Project information distribution includes website with fact sheets and presentations, a dedicated project hotline and email, weekly updates on the website and through social media, construction e-notices, and direct mailers along both sides of the tracks.
- Next steps include permits and installation coordination, continue outreach and briefing interested groups, as requested.

Cat Tucker asked when CBOSS will go beyond San Jose into South County and if there is an added cost. Ms. Fromson said CBOSS will only be going to Tamien, but UP and other trains will have the same PTC technology and they will be responsible for installation. Michelle Bouchard, Director, Rail Transportation, said it is a Federal mandate and Union Pacific will have to install a PTC system and Caltrain trains will have to be able to talk to that system. Since this is an unfunded mandate, there has been discussion of extending the deadline date, but UP has stated they plan to complete installation by the original deadline date.

Public Comment

Jeff Carter, Millbrae, said he sees criticism on internet blogs about CBOSS. He said Metrolink has to install PTC on 500 miles of track but Caltrain only has 50 miles of track and is paying more. He said he read CBOSS/PTC won't be compatible with high-speed rail (HSR) and will have to be torn up and replaced when HSR comes online. He said Caltrain should not be limited to six trains per direction per hour because Caltrain needs to accommodate future demand for capacity. He said he heard a bill was passed that states Caltrain has to be limited to two tracks. He said there should be more grade separations.

Adina Levin asked if there will be specific information about when late-night testing will be. Ms. Fromson said information about late-night activity is on the website already, but the testing Ms. Levin referred to will not take place for another year and when the time comes that information will be posted online.

CHAIRPERSON'S REPORT – Kevin Gardiner

Chair Gardiner said the work plan subcommittee met and narrowed down the list of topics suited to the role of the CAC. Some of the potential Caltrain CAC goals include:

- Operations
 - Managing Capacity
 - Ridership
 - Bikes (in coordination with Bicycle Advisory Committee)
 - Incident Response
 - Contingency Planning
 - Communications to Riders
 - Caltrain Strategic Plan
 - WI-FI – from passengers' perspective
- Advocacy
 - Dedicated Funding
 - Understanding the problem and remedy
 - Aid in communication and outreach
 - Blended System support
 - Support of Caltrain-related projects and development
- CAC members input
 - Stable Funding – Operations
 - Capital Funding
 - Level Boarding
 - Grade Separations
 - BART Examples
 - Land use station area planning
 - Traffic demand management in Cities

Ms. Levin said she suggests adding the Strategic Plan for capital funding. She said there are capital elements that will help improve Caltrain service over time such as getting rid of the remaining diesel trains, level boarding with HSR trains, and grade separations. She also suggests looking at a long-term capital strategy. She said transit-oriented development can be framed to look at land-use decisions including station area planning efforts and other related transportation land-use policy decisions.

Bruce Jenkins said the Rail Passenger Association of California and the National Association of Railroad Passengers (NARP) are having an annual meeting in San Francisco on October 5th at Pier 40 next to AT&T Park, and speakers will include Dan Richards, chair of the CHSRA, Dan Leavitt of San Joaquin Regional Rail Commission, Marian Lee of Caltrain, and Bob Stewart of NARP.

Ms. Tucker said the committee should try to limit the number of items for the year.

Chair Gardiner said prioritization will be discussed at the next meeting.

Public Comment

Jeff Carter, Millbrae, said he would like to see a hard copy of the project list so the public can review.

Jonathan Berk said the meeting minutes should be published 72 hours after the meeting instead of 72 hours before the next meeting so people can review them and use them. Ms. Bouchard said it is something staff can talk about it with the chair and consider the workload beyond that for this committee.

Ms. Levin said subcommittee members can forward this project list to the CAC committee members. Josh Averill, Assistant District Secretary, said if the subcommittee has the final list, he can publish it.

STAFF REPORT – Michelle Bouchard

Ms. Bouchard reported:

- July average weekday ridership was the highest on record with 54,989, an almost 11 percent increase over July 2012.
- On-time performance (OTP) was at 91 percent for August.
- OTP has been challenging with two fatalities and vandalism that took out control points. Some OTP performance is due to the state of good repairs with aging rolling stock. Staff has been working with the contract operator to work on large and small state of good repair issues that contribute to OTP.
- Staff has been working with the contract operator to perform a complete state of good repair audit on all toilet systems in the fleet. Repair needs have been identified and selected, and the trains that layover during the weekend will be cleaned and emptied before the weekend begins.
- Staff is starting a Caltrain Strategic Plan and it should be considered in the subcommittee's project list.
- The San Mateo Bridge Replacement Project will have a profound construction impact to the railroad and the project manager will come in to talk about the complexity of replacing four bridges.
- Giants baseball ridership is down about 6 percent.
- Staff is working on planning for football service when the San Francisco 49ers move stadiums and shift ridership to the Mountain View Station where they will transfer to Santa Clara Valley Transportation Authority (VTA).

Mr. Berk asked if there are on time statistics with early trains. Ms. Bouchard said an early departure is a cardinal sin. She said the way staff is currently informed of early departures is through customers and then staff contacts the contract operator to ensure Caltrain policies of not departing early are held. Mr. Berk asked if there is a technological reason why early trains are not tracked. Ms. Bouchard said the signals are not looking at departures from the stations. Late trains are tracked when the signals are knocked down. Staff would have to figure out the closest signal to a station and add a measure of when the train would pass the signal. It is not technologically impossible. She said right now staff works with the contract operator to fix issues like that, but if it is an epidemic problem then it would be a bigger issue than it seems. Ms. Bouchard said staff will look into it.

Alex Sweet said conductors recently advised passengers to allow bike passengers to sit in the bike cars and it would be great if they would do that more routinely. She said she wonders if Caltrain plans on tracking bumps or bike boardings to see if there is any correlation in working with the Bike Share Program. Ms. Bouchard said Bike Share has a more technically sound way of knowing bike usage and Caltrain does not have the absolute number of bike denials on a daily basis so it is something staff would have to work on to correlate the information.

Ms. Sweet asked if average weekday ridership is known for year. Ms. Bouchard said last year Caltrain ended with 49,031 riders. The previous year ended at 44,212. Year to date is tracking 11.9 percent over the previous year at 54,414, compared to 48,621 over the previous year.

Ms. Tucker asked staff to comment on Jeff Carter's comments on CBOSS and Metrolink and why the cost is much higher. Ms. Bouchard said to just look at mileage it is very much an apples to oranges comparison. Caltrain includes design, integration, installation, and long-term warranty and maintenance. Caltrain is a commuter rail that needs a commuter solution that does not decrease capacity like the freight solution would. The freight solution is good for freight, but it is not useful for the future planned for Caltrain. When HSR arrives they will have worked through how to become interoperable with Caltrain and the Caltrain system on the Caltrain right of way. It is an integration question, and is not the case of ripping CBOSS out. She said it is not currently known what the HSR specifications are for their signal system. HSR got Caltrain a grant for the first \$16 million of the project. This effort is highly coordinated with HSR on the State and local levels.

Ms. Levin asked when testing will resume for text messaging and computer alerts for the PADS. Ms. Bouchard said staff will follow up.

Ms. Levin asked if there is an update on the search for additional rail cars. Ms. Bouchard said there is a glimmer of hope of getting back into the bidding for some cars. Staff is trying to figure out if there is a possible way to remove and redistribute consists to target certain consists to be longer without sacrificing reliability and availability of equipment for state of good repair.

Public Comment

Doug DeLong, Mountain View, said he has a hard time envisioning how 1,000 San Francisco 49ers fans from Caltrain will fit into VTA light-rail train. He said maybe a heavy-rail train could go from San Jose up to the Great America Station to unload San Francisco 49ers fans. He said there is a capacity mismatch between the number of people Caltrain can deliver and what VTA can take away.

Chair Gardiner asked if the idea is to transfer all football game passengers to VTA light rail or if there will be buses mixed in. Ms. Bouchard said Caltrain sees Mountain View as the main transfer point. There is discussion about potential bus service but staff is at the beginning stages of figuring out how the joint service will work. Chair Gardiner said before the light-rail was put in in San Francisco the only way to get from the station to downtown was by bus and there was an impressive operation to do that.

COMMITTEE COMMENTS

Ms. Tucker said she doesn't understand what is expected of a person who gets bumped and she would like to know what the plan is for that situation.

Mr. Berk said if all seats are taken then people stand in the passageway. If the passageway is filled, they stand in the doorway. If there are rules about where people can stand, they are broken especially on Giants games days. There is no flexibility for bikes onboard and there is a strange asymmetry.

Chair Gardiner said the CAC would like to understand the rules and mandates about bikes onboard and how many people can be on the train. He said he'd like a comprehensive picture of all the regulations and then see if there is room for further policy and procedure development. He said he'd like to understand the problem, options and constraints, and then discuss solutions.

DATE, TIME AND LOCATION OF NEXT MEETING:

October 16, 2013 at 5:40 p.m., San Mateo County Transit District Administrative Building, 2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Meeting adjourned at 7:12 p.m.