

**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 MARCH 21, 2018

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

MEMBERS ABSENT: J. Welch, P. Escobar

STAFF PRESENT: J. Navarro, J. Averill, J. Navarrete, R. Scarpino, P. Givens

Chair Brian Shaw called the meeting to order at 5:41 p.m. and led the Pledge of Allegiance.

APPROVAL OF MINUTES OF FEBRUARY 21, 2018

Motion/Second: Klein/Tucker

Ayes: Chang, Fernandez, Valenciana, Shaw

Absent: Welch, Escobar

PUBLIC COMMENT

Shirley Johnson, San Francisco, former chair of the Caltrain Bicycle Advisory Committee advised that she was concerned with the Capacity presentation delivered at last month's CAC Meeting. She asked the CAC committee to review the last page of this month's JPB CAC Correspondence as she included an outline of some of the problems she had with the presentation. She advised that back in July 2015, the JPB unanimously approved 8:1 seat to bike ratio on EMU trains, however she said that the 8:1 ration was approved with an expectation that there would be more bike capacity than today, comparable seat capacity as today and one more train per hour. She stated that although 6 EMU trains meet the 8:1 seat to bike ratio, it does not meet the Board's directive due to less bike and seat capacity as today. She said that Caltrain has applied for funding to run 8 car EMU trains which will meet the Board's 2015 directive with more bike/seat capacity and one more train per hour. She asked the CAC encourage Caltrain to follow the Board's 2015 directive, pending funding.

Member Ricardo Valenciana arrived at 5:47 p.m.

CHAIRPERSON'S REPORT

Chair Brian Shaw said that the Go Pass on Clipper (pilot program) at Sanford is going well. He said that it has been a good transition and hopes Caltrain can factor challenges if the Go Pass is to move entirely to the Clipper platform.

Chair Brian Shaw also stated that he has noticed an improvement with On Time Performance and it has been very consistent.

Lastly, Chair Brian Shaw stated that the Board has requested his notes from this meeting to be included in the Board packet which is due to Staff approximately two weeks following the CAC Meeting.

COMMITTEE COMMENTS

Member Cat Chang is interested in the Go Pass Clipper Pilot Program. She stated that she would like to know whether the Go Pass on Clipper is an improvement over the current method and whether this method will become broader. Chair Brian Shaw said that once the data is available, it will be valuable in determining whether changes to services are needed, for example, with Shuttle schedules.

Member Cat Chang also mentioned that she saw the flyers on the train advising passengers of the new Notice of Violation of Fare Enforcement and appreciates Staff's efforts with additional outreach regarding increased enforcement.

UPDATE ON PLATFORM SIGNAGE

Joe Navarro, Director, Rail Operations, provided an update on platform signage. He stated that during construction the equipment is not housed near the work zone and needs to travel miles along the tracks to the designated work zone. During this equipment move, station platforms need to be closed which forces passengers to board on one side of the platform. Joe stated that Staff is improving signage. Signs will be stationed on the platforms advising passengers to "look up and listen" to the Visual Messaging for boarding and station announcement for boarding instructions of their respective train.

Member Cat Tucker asked Staff whether these signs will be reflective and Staff confirmed that they will be retro-reflective.

Chair Brian Shaw asked whether the signs will remain at the station when construction is not happening. Joe responded that they would be stationary at the affected station platforms within the work zones. Passengers will rely on the visual messaging and station announcements. Chair Brian Shaw also mentioned that the Caltrain Twitter feed reports platform closures. Member Larry Klein advised that because the signs will be stationary whether or not construction is happening, passengers may ignore them and that a flashing light indicating construction will be helpful. Joe agreed to monitor passenger complaints and will consider the idea of flashing lights during construction.

Public Comment

Jeff Carter, Millbrae, stated that the Visual Messaging Boards are not always accurate and that there are not always audible station announcements. He says that he has witnessed times where the passengers are on the wrong side of the platform and where trains have had to wait for the passengers to cross over. He also stated that the current signs indicating platform closure are located on the platform and not where passengers walk on to the platform. He stated that placement of these signs will be important to direct passengers accordingly.

Doug DeLong, Mountain View, stated that he is a part of the South Bay Historical Railroad Society which is the group that restored and maintained the Santa Clara Depot. He mentioned that he has noticed that when platform signs are not in use at the Santa Clara station, they are being leaned against the historic building and requests Staff to treat the historic station with more respect.

Andy Chow had a comment regarding the visual messaging sign. He said that at stations with closed platforms, that there should not only be visual/station announcements advising passengers of where not to board, but also should have messages on the opposite platform validating that passengers are on the correct platform for boarding.

Drew, San Mateo, suggested adding verbiage like "alternate" or "different" to boarding information. This will get passengers to look for alternate boarding instructions.

Roland Lebrun, San Jose, stated that his comment is regarding VTA connection between Caltrain and Light Rail at Tamien. He stated that when he transfers from VTA to Caltrain there is signage with Caltrain departure/schedule information however on his return trip, there is no signage for VTA departure/schedule information. He would like VTA to improve signage.

POSITIVE TRAIN CONTROL UPDATE PRESENTATION (PTC)

Joe stated that there was a late cancellation and that he will instead present the PTC presentation.

Discussion

- Program timeline
- PTC program and industry status
- Contracting objectives and strategy
- Path forward and Wabtec
- Funding

Timeline

- Pre-2008 Caltrain began development Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC). *CBOSS is no longer
- 2008 Rail Safety Improvement Act, Federal Mandate PTC
- 2011 Contract with PTG
 - \$239M Budget (\$159M for PTG contract)
 - Original in-service date October 2015
- 2016 Peer review, multiple partnering efforts
- 2017 (Feb.) Termination PTG contract after persistent delays, associated program cost increase and lack of performance
- PTG Termination Last Resort – Advised regulators (FRA & FTA) – Coordination with funding partners – Secured program assets (fiber, spares, Backup Control Center Facility etc)
- Summer 2017 Pursue Options with Alstom – Contractual issues associated w/ relationship PTG – Prohibitively unreasonable price

- Fall 2017 / Winter 2018 Revisit Scope – Solicit proposals from original RFP proposers – Evaluate industry since original award in 2011

Program Status

- Installation of all subsystems complete
 - On-Board Equipment
 - Wayside Interface Unit & FRA Official Validation Testing
 - Back office
 - Fiber optic backbone
 - Base stations (14)
 - Control center
 - High Rail Testing for FRA Official Critical Assets Complete
- Spectrum leased
- Train brake testing and federation in-process
- Draft RSD application submitted to FRA

Industry Status

- PTC implementation problematic
- FRA rigid requirements for extension to 2018 deadline
 - February 5 meeting with FRA indicates no flexibility
- Interoperability significant challenge even when using same technology
- Capital funding scarce
- Operations and SOGR funding not available from grants
 - Significant impacts to operating budgets
- Availability resources (people and technology) challenge
- Few vendors in the industry

Lessons Learned

- Caltrain PTC team hired and in place
 - Will work in concert with Wabtec to deliver the program
 - Will ensure knowledge transfer
- Go live planning – Interdisciplinary team working to ensure smooth transition to operations and maintenance
- Peer discussions/benchmarking
 - Knowledge share among properties with the same challenges
 - Future benchmarking for estimating ongoing SOGR and Operating costs

Contracting Objectives & Strategy

- Meet December 2018 Federal PTC mandate
- Retain knowledge / experience project team
- Procure in compliance with applicable FTA guidelines
- Minimize procurement time
- Maximize cost efficiencies
- Minimize risk

Path Forward

- Most Viable Alternative: Wabtec
 - Second highest ranked proposer in original RFP
 - Additional recent proposal solicitation /outreach confirmed ability to deliver

- Technology (I-ETMS) already approved by FRA
- Used by Union Pacific (UP) on San Jose to Gilroy corridor (JPB was going to install same equipment on locomotives in UP territory)
- Facilitates interoperability with UP and tenants
- Reduced maintenance costs
- Developed passenger rail functionality

Wabtec Transition

- Original CBOSS PTC designed to be interoperable with Wabtec platform
- Not a complete change-out
 - Onboard -60% re-used/repurposed/retrofit. Some components used for spare, pilot units
 - Data Communication System (DCS)- 100% reused
 - Office - 75% Used with 2 servers kept for spares
 - Wayside - 90% equipment can be re-used, the remainder used for spares
 - Backup Central Control Facility (BCCF) - 100% reused
 - Database - 100% reused
 - Transponders - Not used by I-ETMS. Keeping transponders to aid in train

Wabtec Contract

- Scope
 - On-board installation
 - Assessment and integration of all systems
 - Hi-Rail and Lab equipment
 - FRA documentation
- Incentives: \$2 million
- Risk sharing: \$1.9 million
- Contingency: \$4.5 million
- Total contract budget: \$49.5m
- Eligibility for extension by 12/18
- Compliant PTC system within allowed time

Funding Status

- ~\$59M remaining in funds
 - Cover contract budget through system acceptance
 - Program support costs through 2018
- Total program budget and funding plan to be developed
 - Brought back to the Board once field assessments have begun (June/July)
- Staff currently identifying grant and funding opportunities

Next Steps

- Contract
 - Award Contract and issue NTP
 - Begin field assessment and submit alternate Revenue Service Demonstration (RSD) strategy and extension request to FRA (April)
 - Onboard equipment installation complete (Dec)
 - Enter RSD (Dec)
 - Complete staff training

- o Submit Safety Certification Program
- Program
 - o Monthly board reporting and updates
 - o Ensure rigorous oversight feedback loop w/ partners
 - o Continue PCEP PTC interface coordination
 - o Develop final program budget and funding plan
 - o Continue go live team efforts

Member Larry Klein asked whether Staff will meet the deadline at the end of December 2018. Joe advised that although he is not the expert in this department, he feels that Caltrain can ask for an extension and hoping to meet the deadline. Larry Klein requested an update in July. Joe will review the Work Plan for an update as things progress.

Public Comment

Jeff Carter, Millbrae, stated that there was criticism of CBOSS and that internet blogs predicted its failure. Jeff requested a cost comparison of PTC between the various passenger commuter type railroads.

Doug DeLong, Mountain View, revisited the history of PTC and said that he believes Caltrain is now on a path forward with relatively minor breakage.

Roland Lebrun, San Jose, stated that the minutes of November 2011 reflect that Wabtec was the lowest bidder when PTC was originally awarded. Roland stated that the problems with CBOSS could have been identified sooner had they been brought to TCI. Roland said that there are problems with the Stadler EMU and advised Staff to refer to TCI to identify these problems.

SUNNYVALE STATION REHABILITATION PROJECT PRESENTATION

Robert Scarpino presented the update on the Sunnyvale Station Rehabilitation Project.

Background Information

- Existing platform is constructed with concrete with sections of pavers mixed in between concrete bands
- The continual vibration from passing trains has caused the pavers to continually settle
- The settling of the pavers has created multiple tripping hazard along both platforms
- Periodic repairs over the last seven years has helped stabilize the problems, permanent solution required now

Scope of Work

- Remove existing pavers between concrete footings, prepare the subgrade, install #4 rebar, back fill, finish with tan colored concrete & saw cut, stabilize all joints and epoxy grout finish
- Extend the platform, relocate North Pedestrian crossing 83' towards Mathilda Avenue

- Relocate the two existing Mini-High North Relocate Tactile Tile, PNA Shelters, ADA Squares, Wheelchair Lifts and Signage

Platform modifications

- Remove existing pavers between concrete footings, prepare the subgrade, install #4 rebar, back fill, finish with brick colored and stamped concrete
- Stabilize all joints and epoxy grout finish
- Relocate Mini-Highs, Tactile Tile, PNA Shelters, ADA Squares, Wheelchair Lifts and Signage

Next Steps

- Develop Plans and Specifications put out to bid, awarded bid to Sposeto (General Contractor) in 2017
- Notice to Proceed February 2018
- Construction started March 12, 2018
- Estimated time to complete 4 months
- Estimated cost \$750K

Member Larry Klein asked about ADA ramp accessibility during construction and Rob responded by saying that there will be ADA accessibility at all times.

Public Comment

Jeff Carter, Millbrae, asked whether there is a plan to extend the platform to accommodate more than 6 cars. Rob Scarpino responded that the current plan is to accommodate a 6 car train.

Roland Lebrun, San Jose, said that there are Caltrain Engineering Standards and that the platforms should be 700 ft. long. Roland requested Staff to make all platforms the same length.

Adrian Brandt, Redwood City, said that he disagrees with making the Sunnyvale platform only one car length longer when Caltrain plans to run longer trains.

STAFF REPORT UPDATE

Joe Navarro, Director, Rail Operations, reported:

On-time Performance (OTP) –

- **February:** The February 2018 OTP was 93.7 compared to 93.8 percent for February 2017.
 - Vehicle Strikes – There were two vehicle strikes on February 10 and 12.
 - Vehicle on Tracks – There were two days, February 9 and 27, with a vehicle on the tracks that caused train delays.
 - Mechanical Delays – In February 2018 there were 240 minutes of delay due to mechanical issues compared to 792 minutes in February 2017.
- **January:** The January 2018 OTP was 96.2 percent compared to 94.4 percent for January 2017.

Grade Crossing Update

Mr. Navarro provided a brief update on Broadway Ave. He reported that staff met with the CPUC the week prior. Mr. Scarpino added that they also met with the City Traffic Engineer to discuss signage and possible options to mitigate the problems Caltrain has been facing at grade crossings. It was identified that there is an opportunity at Caltrans to address traffic control as it is the cause of the frequent number of people attempting to cross Caltrain train tracks in a hurry. Currently the CPUC and the City Traffic Engineer are in discussions of possibly adding different controls which would allow better traffic flow. Caltrain will meet with both parties in two weeks to discuss their proposed improvements.

Mr. Navarro reported that they are looking at painting the envelop red at East Meadow grade crossing. Mr. Scarpino advised that the city will be setting up cameras at Alma East Meadow, Churchill and Charleston grade crossings within the next 4-6 weeks. Caltrain hopes to use that data to make improvements.

Public Comment

Adrian Brandt, Redwood City, stated that there are two classes of problems. The first class of problems is with people driving onto the tracks due to drivers following their GPS. The second is with drivers in violation of the vehicle code and stopping their vehicles on the tracks. He advised that the only way to mitigate these issues is to increase signage to avoid drivers from driving onto the tracks and for the second issue, to install cameras in order to cite violators.

Roland Lebrun, San Jose, stated that in order to address the GPS issue, when drivers turn onto the tracks, Caltrain will need to follow what is done in the U.K. On each side of the grade crossing they have sharp spikes to stop the vehicles from entering the tracks.

Customer Experience Task Force

Ms. Navarrete reported:

Special Events

- San Francisco Giants Service 2018 Season:
 - Belmont Express train will no longer be in service due to low ridership
 - There will be no Extra Service after 12:05 a.m. in the event that a Giants game goes into extra innings. This is due to provide the overnight construction windows for the Electrification Project.
 - Improved Communications for Giants 2018 Season Service:
 - Visual Messaging System
 - Messaging Scroll to promote Specials Northbound Scheduled Trains
 - Working to update the Visual Messaging System to identify Special Northbound Trains when approaching the platform labeled with an "S" (i.e. S01, S03)
 - Giants Service 2018 Season Brochure/Website
 - Added pre game Special Trains, scheduled times and highlighted in Orange

- o More information can be found on the website at www.caltrain.com/riderinfo/specialevents/SFGiants

Conductor/Customer Service Representatives Training

- Fare Enforcement Ordinance – Notice of Violation of Fare Enforcement training began in March and will conclude by the end of the month.

Caltrain Mobile Ticketing App

- In February, Caltrain Mobile sold 3,284 tickets.
- Caltrain Mobile was downloaded nearly 5,000 times since launch.

GO Pass Pilot Program

- In February, the Clipper system registered more than 120,000 rides.

Outreach Efforts

- Bike Security Outreach Effort
 - o A new bike security outreach effort is being launched, bringing the following departments together—Operations, Planning, Outreach, Marketing, Social Media, Customer Service and Transit Police—to collect and examine data; develop and implement a process to adequately examine and consider the bike community's concerns and explore potential solutions to improve bike security at stations and onboard.
- Construction Project Customer Communication
 - o Caltrain has updated its website with pages dedicated to individual construction projects. Passengers are also able to sign up for email notification with construction project updates.

Public Comment

Adrian Brandt, Redwood City, suggested Caltrain not identify special trains with an "S", but rather an "X". He also commented on the new fare enforcement policy. He said that there is no sliding window for violations. He said that once the passenger violates the fare enforcement more than three times, there is a 90 day blackout with no sliding window. Adrian said that BART has a sliding window. Mr. Navarro said that he will look into that concern.

Chair Brian Shaw asked Mr. Navarro to confirm whether there is a 90 day block out period and Mr. Navarro responded by saying that he will take a closer look at the violation process and if, not already in place, will consider making it a sliding window.

Shirley Johnson, San Francisco, appreciated the Bike Security Efforts update and shared a personal experience about why seats near bikes are extremely important to stop theft.

Jeff Carter, Millbrae, stated that he has been riding the train since 1977 and uses a monthly pass on Clipper. He is concerned because under the new system, there will be no discretion for regular riders and that this is not customer friendly.

DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:

April 18, 2018 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 6:59 pm