

**Peninsula Corridor Joint Powers Board (JPB) Citizens Advisory Committee (CAC)**  
**San Mateo County Transit District Administrative Building**  
**1250 San Carlos Avenue, San Carlos CA 94070**

**MINUTES OF OCTOBER 19, 2011**

**MEMBERS PRESENT:** P. Bendix, K. Gardiner, G. Graham, J. Hronowski, B. Jenkins, S. Richardson, B. Wifley

**MEMBERS ABSENT:** S. Klemmer, C. Tucker

**STAFF PRESENT:** T. Bartholomew, M. Bouchard, N. McKenna

Chair Bruce Jenkins called the meeting to order at 5:41 and Sepi Richardson led the Pledge of Allegiance.

**Approval of Minutes**

Gerald Graham said on page 2 under performance statistics the total monthly ridership is a record in excess of 1.2 million and this translates to 45,000 average weekday riders and the year-to-date fiscal ridership is 44,000. Director of Rail Transportation Michelle Bouchard clarified that the first sentence is total ridership for the month and 45,000 the average weekday.

Mr. Graham said on page 4 Cat Tucker states she is surprised there will be no electrification from San Jose to Gilroy and he asked what this mean. Will Caltrain maintain two fleets, one multiple unit and one diesel? Ms. Bouchard said diesel will be used to provide service south of wherever the electrified service terminates.

A motion (Graham/Hronowski) to approve the minutes of September 21, 2011 were approved (Richardson abstained).

Ms. Bouchard said Assistant District Secretary Rosemary Lake has accepted a position within the District. Ms. Lake said she moved to Budget and Grants. She is very proud of this group for cheering for Caltrain with all the changes that occurred this past year. The entire committee thanked Ms. Lake for her help.

**Public Comment**

Doug DeLong, Mountain View, said at the October JPB meeting the Board awarded a contract for the new signal system. His said his opinion is that the freight railroad industry is engaging in malicious compliance with the directive to implement Positive Train Control (PTC). The freight operators want it to fail so they can blame the regulators for making them spend all this money. Mr. DeLong said ridership is maxing out equipment during peak hours and need to find a way to run more trains during peak hours.

Jeff Carter, Burlingame, thanked Ms. Lake for all her help. He asked if Caltrain should put out a FAQ sheet for why the new Communications Based Overlay Operating Signal System (CBOSS)

is needed and the mandate for PTC. He sees a lot of criticism on internet blogs on why Caltrain isn't using the European system. There is continuing criticism of High Speed Rail (HSR) with lies and misinformation and these concerns need to be addressed.

Andy Chow, Redwood City, said the San Bruno Station was moved south and this is now the fourth station in San Bruno. He hopes the final station will be the final station.

### **Chairperson's Report – Bruce Jenkins**

No report

### **Staff Report**

Director, Rail Transportation Michelle Bouchard reported:

- September average weekday ridership was over 45,000 and revenue was up 25 percent. For the first three months Fiscal Year 2012 fare revenue is over budget by \$2.3 million.
- Staff needs to start being creative with ridership and crowds. One option being looked at is skip stop stations with the blended system with HSR. If trends continue may have to increase service in the peak period.
- The mobilization and transition effort continues with new rail operator. The Notice to Proceed was issued on October 1. TransitAmerica and Amtrak are working very well together for the benefit of the customer.
- Giants ridership for the season was up 7 percent over last year.
- The San Bruno Grade Separation Project continues with the new temporary station recently opening. The next step in the project is to cut over to a shoe fly which will allow for building of the new structure.
- The Jerrold Avenue bridge replacement occurred on October 15. No delays in service occurred with the project.
- In two weeks there will be a very complex interlocking cutover that will require a bus bridge from San Jose to Santa Clara with Santa Clara being the terminal point for one weekend.

### **PTC/CBOSS Project**

- Project 2025 defined a long-term plan that responded to the demands of the Caltrain system.
- Through Project 2025 CBOSS was developed with certain safety features and increase capacity by allowing trains to travel closer together.
- In 2007 MetroLink was involved in a tragic accident. Out of this tragedy evolved the Rail Safety Improvement 2008 which requires all commuter and freight rail systems have a PTC system in place by December 31, 2015.
- The Rail Safety Act requirements were to prevent train-to-train collisions, enforce speed limits, enforce safety zones for workers on the right-of-way and had to promote interoperability.
- In August 2010 staff issued a Request for Proposal (RFP).
- CBOSS functional requirements were enhanced crossing safety/performance, improve headways, enforcement of scheduled station stops, allow for closer schedule management and tools for workers on the right-of-way to talk to the engineer.

- The CBOSS/PTC was a turn-key solution that shares risk with the contractor including a long-term system support and shared liability.
- The RFP was best value and not lowest bidder.
- Proposals were received from Alstom, Wabtec and Parsons Transportation Group (Parsons).
- Parsons proposed the Incremental Train Control System which is a General Electric system. Parsons has a great understanding of the CBOSS requirements and provided the full turnkey solution with a local presence and a dedicated team for this project.
- A key benefit of Parsons' proposal included an option of installation of a fiber backbone along the right-of-way with three individual tubes. One of the tubes, the fiber, could be used as a revenue source for Caltrain.
- Parsons' original cost proposal was \$160 million and their final proposal was \$124 million. If fiber option is included the cost is \$138 million.
- A project schedule was created to support the funding. The three phases are \$16.3 million, \$35.3 million and \$86.5 million.
- The Board approved the project contingent on finalizing the initial \$16.3 million grant. The project team will come back to the Board each time funding is needed for a new phase.
- The project will have a dedicated website email address.

#### Public Comment

John Canfield, San Carlos, asked if WiFi on the trains is linked to this project. Ms. Bouchard said it isn't linked with the CBOSS project, but it is still being discussed among staff.

Jeff Carter, Burlingame, said most people writing the blogs have no idea what they are talking about.

Paul Bendix would like to hear more about this project in the future including the revenue idea with the fiber installation.

#### **Committee Comments**

Mr. Bendix said a parishioner at his church was considering suicide on the tracks and went to the tracks and saw the suicide sign and called the number and received the treatment he needed.

#### **Date, Time and Location of Next Meeting:**

Wednesday, November 16, 2011 at 5:40 p.m., San Mateo County Transit District Administrative Building, 2<sup>nd</sup> Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Meeting adjourned at 6:30 p.m.