

**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 DECEMBER 19, 2012

MEMBERS PRESENT: K. Gardiner, J. Hronowski, B. Jenkins, A. Levin, D. Lindsey, C. Tucker

MEMBERS ABSENT: P. Bendix, Y. Mills, A. Sweet,

STAFF PRESENT: T. Bartholomew, M. Bouchard, S. Cocke, C. Harvey, N. McKenna, M. Scanlon

Vice Chair Kevin Gardiner called the meeting to order at 5:45 p.m. and led the Pledge of Allegiance.

APPROVAL OF MINUTES

A motion (Hronowski /Tucker) to approve the minutes of November 14, 2012 was approved.

PUBLIC COMMENT

Doug DeLong, Mountain View, said there is a piece of property north of Chestnut that had used a pile of rail and ballast and has recently been cleaned up. On the northbound platform at the Palo Alto Station the roof over the ramp going down to the south side of University Avenue has standing water on top it and all the other roofs have little or no water on them.

Executive Director Michael Scanlon wished the CAC Happy Holidays and thanked them for all the work they do.

**CALTRAIN MODERNIZATION – ELECTRIFICATION ENVIRONMENTAL CLEARANCE
APPROACH AND SCHEDULE, AND IMMEDIATE NEXT STEPS – S. Cocke**

Senior Planner Stacy Cocke said:

- One of the key conditions of the nine-party Memorandum of Understanding (MOU) was Caltrain would update and recirculate the 2009 Environmental Impact Report (EIR). The document was approved by the Federal Transit Administration (FTA), but never certified by the State.
- Staff has selected ICF International as the consultant and Rich Walters will be the project manager. They are a JPB on-call consulting firm and Rich Walters is the project manager.
- Caltrain and the California High Speed Rail Authority (CHSRA) have their own policies and plans, but both overlap in the Corridor Improvement Plan (Plan).

The policy anchoring this Plan is the nine-party MOU and the imminent High Speed Rail (HSR) and JPB MOU that will be going to the JPB Board in January.

- Within the Plan are three key timeframes: 2015 is installation of the Federally mandated Communications-based Overlay Signal System/Positive Train Control advanced signal system; 2019 is the electrification from San Jose to San Francisco and would be the "6-0" scenario which is six Caltrain trains per peak hour per direction; and 2026 for HSR to come to San Jose and 2029 for HSR trains to travel up the Peninsula to the Transbay Transit Center.
- The Caltrain EIR will be clearing the electrification "6-0" scenario at the project level. There will be an additional and separate HSR and Federal Railroad Administration (FRA) led environmental clearance process discussing the blended system with four HSR trains and six Caltrain trains in the cumulative conditions.
- Staff has been gearing up to issue the Notice of Preparation (NOP). This is the start of the environmental clearance process.
- Staff is going back to scoping the project and will look similar in many facets, but wanted to start over and show the public what this project will look like.
- Four public hearings will be held in February to take comments on the project, finalize the document and have final cleared project in 2014.
- Staff has met with city and county staff, the nine-party MOU partners, HSR, FRA and FTA staff, and will be meeting with the local policy maker group and JPB Board in January.

Adina Levin asked when the blended service will be analyzed and will the cumulative impact include getting to the Downtown Extension (DTX) and Transbay Terminal.

Ms. Cocke said this will not be studied in Caltrain's environmental document. The Transbay Terminal Joint Powers Authority (TJPA) is doing a supplemental environmental analysis for their project.

Ms. Levin asked what the deadline for the NOP will be. Ms. Cocke said the date and times of the public scope meetings will be in the NOP.

Vice Chair Gardiner asked what NOP is. Ms. Cocke said this notice kicks off the environmental clearance process. It is a document that discloses what is known about the project in terms of project description, purpose and need, and any impacts known at this point are disclosed.

Ms. Levin said with the August 2014 date will electrification be completed in 2019 or is there a potential date change for electrification. Ms. Cocke said it was better for stakeholders to change the date to educate people and solicit their input.

Ms. Levin asked what the difference is between the cumulative and base electrification analysis. Ms. Cocke said they are quite different. In the cumulative conditions analysis are things that are not too speculative, what is known about the blended system in terms of headway, some quantitative traffic and air quality, but cannot analyze the passing track locations associated with HSR.

Ms. Levin said a lot of people along the corridor are grateful for the role Caltrain is playing as the lead agency for Caltrain Modernization and concerned about having the CHSRA as the lead agency for additional work. She said the biggest impact on ridership on Caltrain is going to be DTX so doing a cumulative analysis with a multiplier effect on potential ridership seems logical.

Cat Tucker asked what HSR is analyzing and is Caltrain just doing the corridor. Ms. Cocke said Caltrain, at a project level, will clear the electrification of the existing tracks from the Tamien Station to 4th and King in San Francisco. At some future date, HSR with the partnership of FRA would then lead a project level environmental clearance for the additive improvements needed to support the blended system, i.e. passing tracks.

Vice Chair Gardiner asked if the EIR will look at ridership or is ridership a projection. Ms. Cocke said ridership projections will be done by different scenarios.

Ms. Levin asked if level boarding will be in the scenarios. Ms. Cocke said staff is proposing to use the Santa Clara Valley Transportation Authority model and there is not a way to include level boarding in the ridership model.

Ms. Levin said boarding will affect the schedule so wouldn't it affect the scenario. Director, Rail Transportation Michelle Bouchard said all the preliminary work staff has done with level boarding has been focused on the capability of reliability to the system. Staff has yet to quantify the magnitude of trip time savings for level boarding and in view of this staff is going with a slightly conservative approach.

Public Comment

Doug DeLong, Mountain View, said the TJPA held a community meeting in San Francisco and their current projection is to complete the bus terminal and empty train box by 2017. It was asked when DTX construction will start and staff said the exact timing has not been determined, but could start between 2017-2020, depending on sales tax revenue and other projects competing for these funds.

VICE CHAIRPERSON'S REPORT – K. Gardiner 2013 Officer Nominating Committee Report

Vice Chair Gardiner said two members of the nominating committee are absent tonight so nominations and elections will be at the January meeting.

STAFF REPORT – M. Bouchard

Deputy CEO Chuck Harvey thanked the CAC for their service and involvement in Caltrain. The CAC input is very important and Caltrain is a success story because of pushing the envelope.

Ms. Bouchard reported:

- November year-to-date performance:
 - Average weekday ridership was up 12 percent.
 - Revenue increased 18.7 percent.

- On-time performance (OTP) for the month of November was 91 percent for trains arriving within five minutes and 96 percent for trains arriving within 10 minutes.
- Staff is working with the new contractor, TransitAmerica, Inc., for better on-time performance.
- The Holiday Train returned this year stopping at a total of nine stations over two nights. Slightly over 3,000 toys were collected.
- Caltrain will be operating a regular schedule on Christmas Eve and New Year's Eve and a Sunday schedule on Christmas Day and New Year's Day.
- Caltrain will be free after 11 p.m. on New Year's Eve.
- The 2013 CAC meeting calendar was distributed.

Ms. Tucker asked how the One Bay Area Grant Program plays into scheduling. The South County has a lot of land and people for housing, but no transportation services. Is there a connection when planning upcoming service? Ms. Bouchard said one of the focuses staff has is transit oriented developments and collaborating with local communities to support development around stations. Staff was approached by developers to look at the Hayward Park Station. The Caltrain corridor is very unique and was here before many communities were developed around the stations.

Mr. Harvey said regional planning and housing initiatives are not coordinated with transportation. The long-range planning staff is looking at initiatives, one being the Grand Boulevard Initiative. Caltrain needs to be electrified so it can run faster, more efficiently, cleaner and support housing, job and recreation growth. Mr. Harvey said infrastructure may have to incur soon for modernizing the Hillsdale Station due to the Bay Meadows housing construction.

Bruce Jenkins said he was on southbound Train 142 on December 6 and the conductor told him his main gripe was on-time performance. The problem is there are so many bicyclists boarding it hurts the dwell time. Ms. Bouchard said the gallery cars were expanded to accommodate 80 bikes and yet Trains 267 and 220 are both carrying 80 bikes.

Ms. Levin said people with bikes have to wait for passengers to board the bike car and a way to solve this issue would be to give priority boarding to bicyclists. She said she was on the train on December 15 and passed by Santacon participants and the conductor told her a six-car train operated earlier in the day. Mr. Harvey said a switch out could have happened and the car was being brought to San Francisco. Ms. Levin said she has heard from a few different cities the idea of having a GO Pass Program, but this program is not allowed for small cities or companies. She said city planners are discussing developments around the San Antonio and Lawrence stations and they were not aware their cities may have better Caltrain service in the 2019-2020 timeframe. Ms. Levin said it might help to provide this type of information to the cities so they know about the possibility of more service in the future. Ms. Bouchard said all the scenarios being tested are prototypical and it would be difficult for staff to commit to any service increase.

Vice Chair Gardiner asked if it is a fair statement to say that if more development is approved at San Antonio Station there is likelihood for increased service. Ms. Bouchard

said it makes a lot of sense and staff does look at all of this, but there are trade-offs. She said there are capacity constraints and with every station added a station is taken away or crews need to be added and this drives operating costs up.

Dee Marie Lindsey asked when a train is at a complete stop at the station why aren't the arms raised so passengers can cross the platform to board the train. Ms. Bouchard said the crossing arms are tied into the track circuits. It is activated by the approach of the train, when the train stops and after a certain period of time the arms should come up if the train doesn't leave. If the arms don't raise it is because the train may be occupying the track circuit.

COMMITTEE COMMENTS

Ms. Tucker said recently she went to Taiwan on business and was able to ride their HSR trains. The train traveled through the farmland and there weren't any stops in the city.

Vice Chair Gardiner said in his planning work he is hearing a lot of employers are counting on Caltrain capacity, especially current shuttle users. They would rather rely less on shuttles and more on Caltrain. Ms. Bouchard said if any of these employers need more information she suggested they contact Executive Officer, Public Affairs Mark Simon. She said Google and Facebook have already reached out to staff.

DATE, TIME AND LOCATION OF NEXT MEETING:

January 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 6:55 p.m.