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 FEBRUARY 20, 2013

MEMBERS PRESENT: P. Bendix, K. Gardiner, J. Hronowski, B. Jensen, A. Levin, D. Lindsey, Y. Mills, A. Sweet, C. Tucker

MEMBERS ABSENT: None

STAFF PRESENT: K. Antion, J. Averill, J. Buckingham, D. Honn (TASI), A. Maguigad, S. Murphy

Chair Kevin Gardner called the meeting to order at 5:51 p.m. and led the Pledge of Allegiance.

APPROVAL OF MINUTES
A motion (Tucker/Hronowski) to approve the minutes of January 16, 2013 was approved.

PUBLIC COMMENT
Jeff Carter, Millbrae, said San Mateo County and cities in the area have initiated a ban on plastic grocery bags in stores and this makes it cumbersome and inconvenient for transit riders to get their things home.

Doug DeLong, Mountain View, said Caltrain could experience a service meltdown because it is attracting too much business. He said when there are more passengers, all the slack in the system gets consumed and everything starts running late. He said he hopes some thought has been given to service redesign so when the problem with increased ridership starts affecting the system the JPB will be ready to take appropriate action.

COMMUNICATIONS-BASED OVERLAY SIGNAL SYSTEM (CBOSS) UPDATE – J. Buckingham
Project Manager Jack Buckingham presented:

- Background:
  - A Request for Proposal (RFP) was issued in August of 2010 and awarded in October of 2011.
  - A service agreement with California High Speed Rail Authority (CHSRA) for Federal Railroad Administration (FRA) funding was executed in December 2011.
  - A Notice to Proceed (NTP) was issued to Parsons Transportation Group (PTG) in January 2012.
  - The Fiber Optic option was executed in April 2012.

- Positive Train Control (PTC) is part of the Rail Safety Act from 2008 and has four components/project requirements: prevent train-to-train collisions, prevent over-speed derailments, prevent incursions into established work zones, and prevent movement through a misaligned switch.
- CBOSS requirements include: enhanced crossing safety/performance, improved headways and operational flexibility, enforcement of scheduled station stops, schedule management, and employee in charge.
- The prime contractor is PTG and they are responsible for: systems integration, creating a turn-key system, subsystem and system design and integration, procurement of materials and equipment, installation/testing/commissioning, training, including cab simulator, backup central control facility, FRA certification and documentation, project management, warranty, and long-term support.
- CBOSS project solution includes interoperable train control compliant solution, onboard and wayside – incremental train control system supplied by GE Transportation, back office server supplied by WABTEC, backup central control facility with an ARINC office system, and PTC data communication network with a fiber optic backbone.
- Fiber Optic Network Benefits:
    - Immediate benefits are for the Caltrain CBOSS Project and include faster data transfer capability between all PTC subsystems, and increased bandwidth for greater data capacity.
    - Medium- to long-range benefits for Caltrain include improved communication reliability by replacing leased lines along the right of way, supporting numerous high bandwidth data applications at stations and Caltrain facilities (passenger information, security, fare collection), and supporting future traction power system for electrification.
    - Revenue generation opportunities for Caltrain are from fiber/conduit leasing.
- Contract Phasing is required to support project funding strategy.
    - Base contract (Phase 1) – notice to proceed through CBOSS PTC subsystem and system critical design (includes bond).
    - Option 1 (Phase 2) – subsystem and system final design, factory acceptance test and installation of data communication subsystem with fiber optic network backbone.
    - Option 2 (Phase 3) – remaining subsystems and system procurement, installation, testing, training, certification, commissioning, acceptance and includes one-year warranty.
- Phase 1 major accomplishments include completed project execution planning, prime contract with PTG co-located at the San Francisco Caltrain field office, completed project preliminary design and approval, submitted project PTC development plan, PTC implementation plan update to FRA, commenced backup central control facility real estate search, met with Union Pacific and other tenant railroads for establishing the interoperability coordination plan process and working groups, held monthly project reviews with CHSRA-designated consultant, submitted deliverable packages (Tasks 1, 2, and 3) to CHSRA/FRA that are in the JPB-CHSRA Agreement of High Speed Rail (HSR)11-04, met with FRA/CHSRA to discuss project status and addressed FRA comments in September 2012, commenced system and subsystem critical design.

- Total project costs include $4.6 million for project planning and procurement, $25.3 million for Phase 1, $51 million for Phase 2, $150.1 million for Phase 3 for a total of $231 million.
- The next steps include issuing NTP for Option 1 (Phase 2) subsystem and system final design, factory acceptance test and installation of data communication subsystem with fiber optic network backbone in January 2013, completion of Phase 1 (base contract) in March 2013, completion of JPB-CHSRA agreement of HSR11-04 in April 2013, and commencing with subsystem final design and reviewing detail fiber installation plan.
- Questions can be sent to CaltrainPTC@samtrans.com.

Yvonne Mills asked what information is communicated and how it prevents problems. Mr. Buckingham said the trains move along the system using signals and detection methods so when something goes wrong the system communicates with trains and notifies the engineers to stop the train. If the engineer does not do what he or she is supposed to do, the system will stop the train itself.

Contractor Karen Antion said a computer on the train communicates with the computers in the control room and asks if it is supposed to stop or slow the train. This does not allow trains to crash, go into work zones, or go over a switch if the switch is in the wrong position, and it monitors the performance of the train.

Alex Sweet asked if an automobile is on the tracks if the system will report that to the train. Mr. Buckingham said the system won't report a vehicle on the tracks but the gates won't come down causing the crossing to be out of a normal state, and that will be reported to alert the train to stop.

Cat Tucker asked what interoperability is and if it is susceptible to hacking.
Mr. Buckingham said safety and security programs are in place to prevent hacking. He said tenant railroads operating on Caltrain tracks must be able to use the same system. Ms. Antion said freight trains and commuter railroad trains both use the tracks so all systems must talk to each other to ensure safety conditions exist.

John Hronowski asked what happens now if a train enters work zone. Mr. Buckingham said there is verbal permission that relies on humans to stop the train based on stop targets like a red light. The new system will see a stop target and prevent the train from entering.

Adina Levin asked if there is any information that can be shared from the monthly HSR discussions. Mr. Buckingham said the role of HSR is to provide the status of what they are doing.

Ms. Levin asked if detectors will be placed on the tracks to tell if a vehicle is in between gates. Mr. Buckingham said that is not part of the plan and he is not aware of any future designs to include them.

Ms. Levin asked if there have been any changes in the plans that caused the costs to go up. Ms. Antion said the costs have not gone up and the numbers in the presentations are accurate.

Paul Bendix said he heard the expression "Dead Man's Brake" and asked if it is related to this project. Mr. Buckingham said that phrase is used to describe a pedal or a handle that engineers used to have to use to power trains so if they were incapacitated for some reason and were not able to press the pedal, the train would stop. He said this system will compensate if an engineer does not do what he or she is supposed to do.

Mr. Bendix asked if Caltrain will be empowered to run at faster speeds once this system is in place. Mr. Buckingham said the system would make the operation more efficient but speeds are regulated by the government so the trains would not be permitted to go faster because of this system.

Ms. Sweet asked if the system will affect frequency. Ms. Antion said that will be addressed by electrification.

Chair Gardiner asked if this system will remove the requirement for some stations to be hold-out stations. Mr. Buckingham said the requirements are due to the design of the station so this will not have any effect on those stations. The signal system will communicate with the trains so there will not be hold-out rule violations.

Public Comment

Jeff Carter, Millbrae, said he was on a train once when a semi was blocking the tracks. He said the gate crossings were not affected because of the position of the truck so the only way to know there was a problem was by seeing the truck itself. He said if it was foggy that day there would have been no way to know until it was too late. He said grade separations are expensive but they are a good solution. He said people have criticized CBOSS for not being compatible with other systems. He said it would be good if staff would correct those critics.

Doug DeLong, Mountain View, said CBOSS will meet FRA signal system requirements to allow trains to operate faster but there are speed limits on the vehicles themselves and the class of tracks also makes a difference, and CBOSS will not affect those items. He said a good thing about this system is that it has already been tried and tested and Caltrain won't have to pay intellectual property payments to freight railroads to use a system they have been using.

Roland LeBrun, San Jose, said if CBOSS is only between San Francisco and Tamien stations then between Tamien and Gilroy the train will have to use Union Pacific's system called "VETMS." He said he would like to see testing being done in that area to see if the system correctly switches over between the two different control systems. He asked if the blocks are 3,000 feet. Mr. Buckingham said they are standard 4,500 feet. Mr. LeBrun asked if Mr. Buckingham understands that is a problem. Mr. Buckingham said that is a fixed-block system.

Andy Chow, Redwood City, said he hopes that when upgrades are needed to the system it won't cost half a million dollars and half a year to a year for testing each time.

Ms. Tucker asked why there are two different systems being used in the Gilroy segment. Mr. Buckingham said Union Pacific owns that section of the railroad and they use their own system in that area, but the systems are interoperable. He said both systems do the same thing. The testing will be done in that area as Mr. LeBrun mentioned.

Ms. Mills asked if the two systems could be compared to the differences between a Dell computer and an IBM or a Dell and an Apple. Mr. Buckingham said it's like personal computer to personal computer.

Ms. Levin asked if the test plan will include the handoff between the two systems at Tamien Station. Mr. Buckingham said yes. Ms. Antion said the system will not be put into use until it has been tested and approved in person by representatives from the FRA. She said there is no way the systems will be used unless they work correctly.

CHAIRPERSON'S REPORT – K. Gardiner

Chair Gardiner reported:

- The JPB meeting included public comments about concerns over crowded trains, bike capacity, interest in maintenance and replacement, and discount programs for low-income riders.
- There are four meetings coming up about the Notice of Preparation (NOP) regarding Caltrain Modernization. Public comments were made regarding getting more information out to the public, concerns about the functionality and capping trains at six per hour with the blended system, and limitations imposed by the two-track limitation.
- A brief CAC member orientation might be put on a future agenda.
- If there is anything members would like to see on an agenda they can let Chair Gardiner know.

Ms. Mills said she would like to know what kind of information the Board would like from the CAC to make the CAC a valuable asset.

Ms. Tucker said she would like to know more about stable funding for Caltrain.

STAFF REPORT – A. Maguigad

Manager of Rail April Maguigad reported:

- Ridership is up 12 percent for Fiscal Year (FY) 2013 over FY2012.
- January ridership is around 45,000 average weekday trips.
- January on-time performance is up. The standard is 95 percent, Caltrain is at 94.2 percent, and at a 10 minute measurement it is at 97.6 percent.
- Staff is working on a process to develop policies to update Title VI to ensure there is no discrimination against race, ethnicity or national origin. There are public meetings being held and the information is on the Caltrain website.
- Special events included the Freedom Train, Giants FanFest, and the President's Day service.

- There will be an open house in Gilroy to promote service and teach residents how to ride trains.

Ms. Mills asked if staff keeps statistics when incidents occur that show how much they impact trains in proximity to the incident. Ms. Maguigad said staff keeps details on how much they delay trains but all incidents are different enough that statistics are hard to apply.

Mr. Jenkins and Mr. Bendix left at 7:09 p.m.

Ms. Levin said the bike bump reports were distressing this month because they reflect training or service issues and asked if they have been addressed. Ms. Maguigad said staff goal is to standardize the service and bring all conductors to the same level of service.

Mr. Hronowski left at 7:11 p.m.

Ms. Levin asked if staff could give the CAC a report on what has been done regarding bike service issues and what was found to be the problem.

Deputy General Manager of Customer Service, TransitAmerica Services, Inc
Douglas Honn said bike bumps are included in this year's annual passenger counts, and that might give some clarity on the problem.

Ms. Sweet left at 7:13 p.m.

Ms. Tucker said Mr. Honn should read the correspondence packet because some of the comments from passengers reporting bike bumps were distressing.

COMMITTEE COMMENTS
Ms. Levin said there is a TransForm conference on Saturday morning at 9 a.m. and there will be a session on Caltrain Modernization and station area planning.

Ms. Levin left at 7:16 p.m.

Ms. Tucker said last month there was a discussion regarding the budgets and adding trains. She said she will be asking for more trains to accommodate the Garlic Festival in Gilroy because there were 110,000 visitors last year.

DATE, TIME AND LOCATION OF NEXT MEETING:
March 20, 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 7:17 p.m.