

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 MAY 15, 2013

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

MEMBERS ABSENT: None

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

Chair Kevin Gardner called the meeting to order at 5:42 p.m. and John Hronowski led the Pledge of Allegiance.

APPROVAL OF MINUTES

A motion (Levin/Hronowski) to approve the minutes of April 25, 2013 was approved (Tucker and Mills abstained).

PUBLIC COMMENT

Roland LeBrun, San Jose, asked to get the CAC presentations published two days before the meeting.

Jeff Carter, Millbrae, complimented Caltrain for their expeditious response to get people moving after the fatality this morning. He said the Predictive Arrival/Departure System (PADS) has been in testing and it looks like it works. He said there are voice announcements and he hopes the testing is going well. After Train 264 left San Carlos today the message sign said the train was still on time for that station.

Doug DeLong, Mountain View, said the PADS signs say "arriving" while the train is in station and after the train leaves the station, and there doesn't seem to be a state other than "arriving" such as "in station" or "departed." He said the amount of information is limited in telling the central control facility how far away a train is from a control point. This makes it hard for the programmer who is trying to make PADS work. He said if the control points would telemeter the whole track code to the central control facility it would help.

CAC MEMBER ORIENTATION – M. Martinez

JPB Secretary Martha Martinez presented:

- Staff reviews Board agenda items and decides what needs to go to the CAC.
- The CAC chair reports what the CAC does to the Board and what the Board does to the CAC.
- The CAC is to bring to the JPB the interests of communities and groups CAC members are involved in.

- The CAC has provided some good white papers in the past regarding the type of service the JPB should have and the customers expect.

Alex Sweet asked for examples of white papers. Ms. Martinez said there was one about the Baby Bullet service that looked at staff proposals and what made sense and what did not.

Director of Rail Transportation Michelle Bouchard said another white paper was a dwell time study to understand the impacts of bikes onboard and expansion recommendations.

Cat Tucker said she would like to make a list of goals or suggestions on programs or items the CAC would advocate. Ms. Martinez said the CAC can map out something to gauge member interest and work with the chair to cover those items. She said staff needs to be more strategic and proactive in the timing about what items should go to the CAC.

Adina Levin said she supports the idea of developing goals. She thanked staff for providing the data for station access because it will help when thinking about station area planning, shuttles and other topics. She said on National Hack Day, citizens will use data that governments provide to do analysis, create visualizations, or create a web application or mobile application. She said she recommends the JPB consider what types of data it can make available. Ms. Martinez said her goal is to provide information that the public is looking for but with three agencies there is a lot of data and managing it is a work in progress.

Ms. Levin said other agencies post webcasts and recordings of meetings. Ms. Martinez said that would require resources and infrastructure that aren't available at this time.

Ms. Levin said she thinks the JPB needs a special group of people with technical expertise to advise the Board on issues with Caltrain Modernization and the Blended System because the CAC does not have technical expertise. Ms. Martinez said anyone who has technical expertise who wants to provide input should work through the office of the Executive Officer, Caltrain Modernization Program.

Yvonne Mills said she would be interested in hearing what would be valuable to the Board and she would like the Board to let the CAC know what they are looking for.

Paul Bendix said the Board has asked the CAC from time to time about some topics, but the CAC needs to determine what would be valuable and come up with ideas. Ms. Martinez said agreeing on a focus can help the CAC take items to the next level of action.

Ms. Bouchard said it is helpful to hear specific personal examples of what is going on from the CAC members to help determine if they should discuss comments on interaction, proof of payment, fare enforcement or other items.

Chair Gardiner asked how this committee relates to the Bicycle Advisory Committee (BAC). Ms. Bouchard said the formation of BAC came about during a time of conflict between the bike community and staff. This created a different venue for the communication and sharing of ideas and understanding the needs of the bike community.

Ms. Martinez said the BAC reports to the Staff Coordinating Council of the JPB, and the CAC reports to the Board. Anything to be recommended to the Board comes through the CAC.

Public Comment

Roland LeBrun, San Jose, said the CAC is not as effective as it should be. He said everything should go to the CAC and then the Board.

Doug DeLong, Mountain View, said it might be good to have public involvement in the design review process before things went out to bid. The CAC is the voice of the customer and he suggested the CAC might expand their role to get more public engagement with processes, although that could pose some other problems like keeping a procurement process fair.

Chair Gardiner said ideally the CAC should be presented with items before they go to the Board so the CAC can provide opinions. He said he would like to have goal setting on the next meeting agenda.

Ms. Tucker said the CAC needs to be cognizant about not adding more work for staff.

Ms. Bouchard said this might involve the development of a subcommittee.

UPDATE ON CALTRAIN MODERNIZATION (CALMOD) PROGRAM – C. Fromson

Government Affairs Officer Casey Fromson presented:

- This project is a blended system consisting of primarily two tracks, partially grade separated, with six Caltrain trains and up to four high-speed rail (HSR) trains per peak hour per direction of speeds up to 110 miles per hour.
- Caltrain will be the lead for the Early Investment Program and the California High-speed Rail Authority (CHSRA) will be the lead for clearing future blended system operations.
- The early investments include infrastructure, electric vehicles, and the Communications-based Overlay Signal System (CBOSS).
- Funding for future investments needs to be secured and planned.
- CBOSS should be in revenue service by 2015, and electric vehicles and electrification should be in place by 2019.
- Environmental process reviews include CBOSS (complete), corridor electrification (currently underway), and the Blended System (date to be determined).
- Current Environmental Impact Report (EIR) clears the Electric Multiple Units (EMU), and the electrification of the corridor for a project length of 51 miles from San Francisco to Tamien, allowing trains to travel up to 79 miles per hour, with six trains per hour per direction, infrastructure including poles and wires and traction

power facilities, maintaining service to Gilroy, and supporting existing tenant services.

- Project purpose is to improve train performance, increase service and ridership, increase revenue and reduce cost, reduce environmental impacts, and reduce noise and regional traffic.
- Key milestones include public scoping meetings in February and March 2013, draft EIR in fall 2013/winter 2014, final EIR in spring/summer 2014, project approval summer/fall 2014.
- Blended system planning included a capacity analysis study that showed the blended system would work. Two draft planning studies include the blended service plan/operations considerations and grade crossing and local traffic analysis.
- San Francisco asked the JPB to study the San Francisco Caltrain Station at 4th and King. The study is to determine what would be system-wide implications of reducing or removing the station. The study will be finished by summer.

Ms. Levin asked for more detailed presentations on the operations studies and said she would like to be able to provide comments on them at that time. Ms. Fromson said staff will be making presentations to the Local Policy Maker Group and those meetings are open to the public, and both studies have been given to public. She said if there are specific questions staff can get the answers to the group.

Public Comment

Roland LeBrun, San Jose, read from the Blended Operations Analysis, "With closer supportable headways and improved average speeds for all trains, overtakes of Caltrain non-Baby Bullets by Caltrain Baby Bullets is no longer required." He said most farebox recovery is coming from Baby Bullets. He said electrification is not needed to bring EMUs to Caltrain. It can be done by bolting power packs onto the EMUs until the line is electrified.

Jeff Carter, Millbrae, said Caltrain shouldn't be limited to six trains and two tracks, and Caltrain needs to be as versatile as possible. He said he doesn't understand why it takes so long to put up wire infrastructure for electrification.

Ms. Tucker asked for staff to comment about the statement about Baby Bullets. Ms. Bouchard said this is just beginning of the planning process that will be very thoughtful. The study was a proof case to better understand viability of a blended system on a limited track. She said there are many options to be considered through many phases of rolling out electrification. Electrified cars give a performance advantage beyond what diesel provides and this provides an option of preserving end-to-end run times and stopping in more places to allow other stations to get service. She said important considerations will be brought to the CAC and staff will keep the CAC up on what is happening with detailed information and continue providing CalMod updates.

CHAIRPERSON'S REPORT – K. Gardiner

Chair Gardiner reported on the Board meeting of May 1, 2013:

- Increasing capacity between 2014 and 2019 is essential to continuing revenue and ridership growth.
- Staff is investigating a rail car purchase to increase consists to six cars.
- Staff has marketed sponsored Caltrain WiFi opportunities to potential sponsors.
- The next Board meeting is June 6.

Bruce Jenkins and Mr. Bendix left at 7:07 p.m.

Chair Gardiner said the Board will not be meeting in July and staff recommends the CAC cancel the June meeting.

A motion (Lindsey/Tucker) to cancel the June meeting was approved.

Ms. Sweet and Mr. Hronowski left at 7:12 p.m.

STAFF REPORT – M. Bouchard

Ms. Bouchard reported:

- The cutover from the shoofly tracks to the berm in San Bruno will occur on Memorial Day weekend.
- A Sunday service will operate on Memorial Day.
- Bay to Breakers is this weekend and Caltrain will serve Santa Clara Station.
- There were over 50,000 average weekday riders in April, a 12 percent increase over last April.
- She took a trip to Los Angeles to look at rail cars to figure if purchasing them is a viable option. This is the best possibility for rail cars at this time.
- Three CAC seats are up for renewal and they should be filled at the next Board meeting.

Ms. Levin said she heard a suggestion to increase capacity is to take out seats. She said the Bay Area Rapid Transit is using some fold-down seats to create standing room for those who could tolerate standing.

Ms. Mills asked who does the studies. Ms. Bouchard said it is a combination of staff, contractors, or other firms who work under JPB management. Ms. Fromson said staff owns the final product so staff can answer questions or bring in people with technical expertise who can answer questions.

COMMITTEE COMMENTS

Ms. Tucker said her personal feeling is to not get into staff's area of responsibility. She said the correspondence packet shows an e-mail from a customer who got onto the train with a bike and was asked to leave at the next stop because it was too crowded. Ms. Bouchard said that is not typical but she has to look into the issue. Ms. Tucker asked that the issue be brought to the manager.

Ms. Levin said Friends of Caltrain is sponsoring a meeting in San Francisco partnering with Californian's for HSR on May 23rd about HSR and Caltrain in San Francisco and topics related to the downtown extension. She said on May 29th in Menlo Park, Friends

of Caltrain will have a presentation on the Operations Study and possibly the Traffic and Gate-down Time Study.

Chair Gardiner said he was impressed with the recovery time this morning and by the time he got to his train it was only a few minutes late and it was outstanding.

DATE, TIME AND LOCATION OF NEXT MEETING:

July 17, 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 7:26 p.m.