



**JPB CITIZENS ADVISORY COMMITTEE MINUTES  
JANUARY 17, 2007**

**San Mateo County Transit District Administrative Building  
1250 San Carlos Avenue San Carlos, CA 94070**

**COMMITTEE MEMBERS PRESENT:** Paul Bendix, Gerald Graham, Bruce Jenkins,  
Michael Kiesling, John Hronowski, Brian Wilfley

**COMMITTEE MEMBERS ABSENT:** Suvashis Bhattacharya, Michael Blackman,  
Sepi Richardson

**STAFF PRESENT:** Michelle Bouchard, Jon Brown, Will Hastings,  
Rosemary Lake, Janet McGovern

Chair Kiesling called the meeting to order at 6:05 p.m. and led the Pledge of Allegiance.

**Approval of Minutes**

The minutes of December 20, 2006 were approved by the Committee.

**Public Comment**

Bruce Donoghue, Santa Clara, said the Santa Clara Caltrain station has a loading platform between closely spaced rails. Because of the high speed rail traffic at that station, he suggested that signage and stripping be more predominant so passengers are safe when at the station. Bob Doty, Director of Rail Transportation, said that the Santa Clara Caltrain station will be remodeled in the near future.

Jeff Carter, Burlingame, said that the print on the monthly tickets issued from ticket vending machines at Millbrae needs to be darker so the conductors can read the pass more easily. Also, full service for the T-Third Metro line will begin April 7, which connects with the San Francisco Caltrain station. With the opening of the service, a bus stop will be eliminated so customers need to be educated of the changes. He noted that the Martin Luther King Freedom Train was very popular. Lastly, Mr. Carter said he would like to see more service to San Francisco prior to midnight on New Years Eve.

**Update on Project 2025**

Robert Doty, Director of Rail Transportation, gave a presentation on Project 2025. He said this is an implementation program and not a planning document. One of the most pivotal issues is the rolling stock. New rolling stock will need to be procured beginning in approximately two years in order to meet demand requirements of 2014. With the current technology and the characteristics of the equipment in place, there is no room for additional capacity at this time. Projections show that with normal growth, there will be a minimum 11,000 additional passengers in each peak hour with a maximum of 16,000 passengers.

Project 2025 incorporates the State of Good Repair program, which includes right-of-way maintenance, bridge replacement, station improvements to remove the hold-out rule, fencing, grade crossings, track rehabilitation, vehicle component replacement, and vehicle replacement. There are some immediate improvements that can be made to Caltrain. These improvements include lengthening trains to six cars during peak service and improving terminal facilities at the San Francisco and San Jose Caltrain stations to allow for level boarding and improved signal controls. Additionally, the theory of positive train control needs to be addressed. Positive train control is a system, an overlay to the fundamental train control system that is operated today, which will bring significant safety improvements to the system. He said Caltrain's current equipment is compliant with the regulations of the Federal Railroad Administration (FRA). One of the equipment options for a rapid transit model is not FRA compliant, meaning it is not in compliance with the FRA required buff strengths, maintenance practices, and operating protocols. Electric locomotives are FRA compliant but an electric multiple unit (EMU) is not.

Electric locomotives would provide service for approximately 16,000 passengers per peak hour by 2025 with a total of 33 locomotives and 240 cab/coaches. Benefits of electric locomotives include a reduction of end-to-end run time, a simpler transition from current equipment, level boarding, it would potentially have compatible ability with the San Francisco Downtown Extension (DTX) project, and lower operating costs compared to diesel. Risks of electric locomotives include that they are not compatible with the high speed rail (HSR), low operational flexibility, and performance degradation as consists lengthen. The capital cost of electric locomotives is approximately \$0.788 billion more than the current program of \$2.076 billion through 2025. The operation and maintenance cost for electric locomotives is estimated to be \$1.026 billion, \$0.222 billion more than the current program estimated at \$0.804 billion through 2025. Total cost for the electric locomotive option is estimated to be \$3.890 billion, \$1.010 billion over the current program estimated at \$2.880 billion through 2025.

EMUs are not FRA compliant but would be able to provide service to up to 20,000 passengers per peak hour by 2025 with 6 locomotives, and 29 cabs/coaches. Benefits of EMU service include a significant reduction in end-to-end run time over electric, possible level boarding, high operational flexibility, compatible ability with HSR and the DTX, lower operational and maintenance costs compared to electric locomotives, performance would not degrade with longer consists, and it would have a reduced infrastructure impact. Risks include that it is not FRA compliant so it would require positive train control overlay and regulatory relief from the FRA. The capital cost of EMU service is approximately \$0.965 billion more than the current capital program of \$2.076 billion. The operation and maintenance cost for EMU service is estimated to be \$.866 billion, \$0.062 billion more than the current program estimated at \$0.804 billion through 2025 for the current fleet providing one third the capacity and the O&M savings would continue beyond the 2025 time frame. The total cost for EMU service is estimated to be \$3.907 billion, \$1.027 billion more than the current program estimated at \$2.880 billion through 2025.

On a 15-stop schedule, the run time for diesel equipment is 1 hour 16 minutes. Run time with electric locomotives would be 1 hour 12 minutes, a savings of 4 minutes. EMU service would have a run time of 1 hour 6 minutes, a savings of 10 minutes.

(Brian Wilfley arrived at 6:30 p.m.)

Mr. Doty concluded the presentation by reiterating that the type of fleet drives the system design. Critical design and construction processes are interlinked. It is essential to decide on rolling stock by 2008 so that the new equipment can be tested and accepted by 2015, which is when the electrification program is scheduled to be completed.

Mr. Bendix asked if electric locomotives are compliant with high speed rail. Mr. Doty responded that electric locomotives are FRA compliant but high speed rail is not. Mr. Doty said the Trackage Rights Agreement between Caltrain and Union Pacific specifies that Caltrain may reduce or eliminate the Union Pacific's usage on the right-of-way during Caltrain operating hours.

In response to Mr. Graham's question, Mr. Doty said that positive train control is considered a basic operation.

Mr. Hronowski asked if there were any EMU's that were compliant. Mr. Doty responded that there are EMU's that are compliant; however, they are heavy and not visually appealing.

Mr. Wilfley asked if there was anything that the CAC could do to move the project forward. Mr. Doty said the Board fully supports electrification of the right-of-way and moving toward EMU's. Mr. Doty said the major issue at this time is a lack of funding.

### **Chairperson's Report**

Chair Kiesling said:

- a) Asked to have an update on the Transbay Terminal project at the next Board meeting.
- b) He traveled on the Coast Starlight from Los Angeles to Oakland. The train was delayed two hours.

### **Committee Comments**

*Gerry Graham* – Mr. Graham noted that there is an article on the future of Caltrain in the latest Trains magazine. The message boards at San Mateo station were not functioning properly on New Years Eve.

*John Hronowski* – Mr. Hronowski said there were several people that had trouble finding the schedule for the Freedom Train. The restrooms at San Francisco station have been closed for cleaning during peak hours. The ceiling fan in the men's restroom at the station is not operating properly at San Francisco station. Lastly, he asked that a Muni map be posted at the San Francisco station.

*Brian Wilfley* – Mr. Wilfley said Caltrain is the center for innovation and he fully supports Project 2025 and the future of Caltrain.

### **Staff Report**

None.

JPB Citizens Advisory Committee  
January 17, 2007

**Date/Time/Place of Next Meeting**

February 21 at 6 p.m., location to be determined.

**Adjournment**

The meeting was adjourned at 7:13 p.m.