



**JPB CITIZENS ADVISORY COMMITTEE MINUTES
MARCH 21, 2007**

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

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

COMMITTEE MEMBERS ABSENT: Suvashis Bhattachary, Sepi Richardson

STAFF PRESENT: Michelle Bouchard

Chair Kiesling called the meeting to order at 6:07 p.m. and led the Pledge of Allegiance.

Approval of Minutes

The minutes of February 21, 2007 were approved by the Committee after the following corrections: A member noted he was the Committee member who made the comment about the validators being out of order. Chair Kiesling noted the meeting was held at the Transbay headquarters.

Public Comment

Jeff Carter, Burlingame, noted the following: He was pleased with the new stairs and concrete paving at 23rd Street, and the yellow card regarding the 15/Third St. changes; and hoped customers could make accommodations without too much inconvenience to the new changes relating to the 15/Third St. changes.

Presentation

Ms. Bouchard, Manager of Rail Transportation, gave the following comments on the proposed resolution for the Coast Daylight train.

- Development of the train is being guided by the Coast Rail Coordinating Council (CRCC) and they hope to meet with staff in April
- Travel time between Los Angeles and San Francisco is expected to be 11 hours with trains leaving at 8:00 a.m. in both directions, and traveling about 500 miles with 21 stops over the majority of Union Pacific (UP) owned dispatched territory
- Issues to be discussed include: operating agreements with UP; tracking rights agreement; multi-million dollar rail improvements south of Gilroy; maintenance and fueling of rolling stock; food service; joint ticketing; dispatch priority and crew qualifications; and competition with peak Caltrain service

Comments/Questions on the Presentation

Mr. Jenkins said food service could be done with the Amtrak commissary.

Mr. Bendix asked where the southbound train would stop between San Francisco and San Jose and asked if one of the Baby Bullet stops would be replaced. Ms. Bouchard said stops are being contemplated; and it was proposed to replace one of the Baby Bullet stops.

Mr. Jenkins said the main benefit of this train is for the people on the central coast who have been fighting for service to San Francisco and Los Angeles for years, but wouldn't really be a train meant for the Peninsula.

Mr. Kiesling had the following comments: He was on the record for not liking this proposal; this train should go to Oakland and meet with Caltrain in San Jose because the Starlight has to get food/beverage in Oakland; how can we do maintenance at 4th and Townsend; how to get food service across the Bay; issues with Amtrak and Caltrain crews; ticketing issues; dwell times with baggage service and the affect on all schedules; would support the resolution if everything coming on the Caltrain right-of-way was struck off; airline deals can be cheaper than rail between Los Angeles and San Francisco; why should there be another train if the Starlight can't maintain an on-time schedule; Caltrain will need different equipment and you will be mixing different types of passengers.

Mr. Hronowski said he would like the last Baby Bullet slot of 8:59 a.m. for the origination time of the Daylight out of San Francisco. He noted the California and Bakersfield cars do have bicycle access which was a concern of another Committee member.

Mr. Graham had the following comments: The Southern Pacific didn't have trouble getting through here at rush hour and the old Daylight ran on time which left here at 8:15 a.m. with one stop to San Jose in 59 minutes, with arrival of the evening train in nine hours close to 9:00 p.m.; the train could fit with the 8:59 a.m. schedule southbound, and northbound, it could fit with the 7:00 a.m. Sacramento and 6:25 p.m. going out of San Jose; food service could be arranged but didn't see the advantage of running another train out of Oakland with the hassle of the bus connection on Amtrak; the train is for Amtrak's benefit and not Caltrain, but it would give the public better service to Los Angeles and get more passengers out of San Francisco; on time performance of the Starlight local coast between the Bay and Los Angeles has improved but northbound Daylight trains would have common problems of the Starlight.

Mr. Jenkins said he saw a lot of things that are different and a lot of agreements that need to be made; and there might be difficulty managing a train at the Caltrain Centralized Equipment Maintenance and Operations Facility (CEMOF). He added that you don't have to service the train at this end, and the San Joaquins are currently serviced in Oakland, including commissary, and go to Bakersfield and back without servicing. He rode the Starlight on Sunday from Los Angeles and it was 29 minutes late to San Jose, due to slowing between the Watsonville junction and Gilroy, and this area needs money for track work by the UP.

Mr. Kielsing said he didn't see how members of the Committee could get rid of a Baby Bullet and have a train full of passengers, bags, and children, show up in San Jose and the reverse, pick up people on a Baby Bullet schedule and expect everyone to be pleased.

Mr. Graham said maybe the idea of substituting the train for a Baby Bullet would work better if the Daylight could run close behind or ahead of the Baby Bullet which is a predecessor of what is coming for high speed rail.

Mr. Kiesling said if a northbound Daylight was delayed by 29 minutes that would leave a 29 minute gap in the scheduled time for a train's run up the Peninsula. He said you can't be sure when the Daylight is going to make it to San Jose and reliability will degrade up and down the line. He noted when high speed rail arrives, their trains will arrive on schedule.

Ms. Bouchard said that most issues can be surmounted and from the operating perspective, putting in this type of service and having it be a commuter type service and substituting for a Baby Bullet, is operationally a non-starter.

Mr. Wilfley said the Daylight does not serve the need of Caltrain and vice versa, and asked if a train each way could be integrated into Caltrain's schedule. Ms. Bouchard said it could be during the day and the clear choice is after 9:00 a.m. after peak periods, and after 7:00 p.m. in San Jose.

Public Comment: Mr. Chow, Sam Trans CAC member, agreed that you cannot replace a Baby Bullet with a Daylight train because of the differences in service but thought Daylights could run during available off-peak hours.

A motion to endorse the resolution of a Daylight train was passed with a "No" vote from Mr. Kiesling.

Chairperson's Report

Chair Kiesling reported the following:

- The 15 Muni bus will no longer be in service due to the opening of the T Third line
- The 9 AX BX will be extended to run from 5:00 a.m. to 1:00 a.m. but does not serve Caltrain
- Muni is considering extending the hours of the 10 bus from about 6:00 a.m. to 7:00 p.m., Monday through Friday
- Some Peninsula cities are floating plans to improve Caltrain's schedule

Committee Comments

Paul Bendix – Noted that on his ride home after last month's meeting, a conductor on a Bombardier car used the ramp instead of a lift for boarding and this was quite difficult for passengers, but thought the conductor had not been briefed on use of the ramp. Ms. Bouchard said that the ramp was meant only to bridge the gap between a mini-high and the doorway and asked for train number and departure time for follow-up. Mr. Bendix also talked with a neighbor who has stopped using Caltrain because of all sorts of machine malfunctions between Gilroy and Santa Clara.

Brian Wilfley– Asked how Caltrain was getting governmental input regarding the cities plans to examine Caltrain’s schedule. Ms. Bouchard said, Mark Simon, Special Assistant to the CEO, is involved in the activities surrounding this issue and is in contact with staff. Brian Wilfley said he would be happy to ask the chair and staff if a briefing by Mark Simon would be appropriate.

Staff Report

Michelle Bouchard gave the following comments:

- Mr. Doty, Michael Scanlon, Executive Director, and Ian McAvoy, Chief Development Officer, are currently attending an APTA conference in Washington, D. C., and meeting with administrators of the Federal Rail Administration (FRA) and Federal Transportation Authority (FTA) regarding the 2025 plan with respect to non-compliant EMUs, advance signal technology, increased safety and throughput, and maintenance practices/lifecycle costs, and noted Caltrain may be involved at some level in a project to test some of these technologies
- On time performance in February was up around 97%
- A new zone fare increase approved in October of 2006 will take affect April 2
- Caltrain is gearing up for special events to include: Giant’s baseball, NCAA women’s and men’s Final Four basketball, Bay to Breakers, and Kids are Giants Too
- Caltrain was one of three recipients of the FTA ridership award for its success in enhancing ridership
- February ridership counts should be available for the March meeting

Board Secretary, Jennifer Hardie, told the Committee that this was her last meeting and that she was taking a new job with the City of Santa Clara. All members wished her the best.

Date/Time/Place of Next Meeting

April 18 at 6 p.m., 1250 San Carlos Avenue, San Carlos, CA 94070

Adjournment

The meeting was adjourned at 7:15 p.m.