

Peninsula Corridor Joint Powers Board (JPB) Citizens Advisory Committee (CAC)
San Mateo County Transit District Administrative Building
1250 San Carlos Avenue, San Carlos CA 94070

MINUTES OF MAY 16, 2012

MEMBERS PRESENT: P. Bendix (Chair), K. Gardiner, G. Graham, J. Hronowski, B. Jenkins, S. Klemmer, C. Tucker, B. Wilfley

MEMBERS ABSENT: None

STAFF PRESENT: J. Averill, T. Bartholomew, L. Bhuller, M. Bouchard, E. Goode, N. McKenna, S. Murphy

Chair Paul Bendix called the meeting to order at 5:42 p.m. and led the Pledge of Allegiance.

Approval of Minutes

A motion (Hronowski/Tucker) to approve the minutes of April 18, 2012 was approved.

Public Comment

Doug DeLong, Mountain View, congratulated staff on offering the Bay to Breakers advanced ticket sale through the ticket vending machines, and thanked staff for addressing the safety issue at the Santa Clara Station where the new island platform is located.

Chairperson's Report – Paul Bendix

Chair Bendix said he enjoyed the online ad for the Bay to Breakers advanced purchase offer.

He appreciated Brian Wilfley's commitment to the CAC over the years and was sorry to see him go. Chair Bendix presented a Certificate of Appreciation to Mr. Wilfley.

Mr. Wilfley said he enjoyed working with the CAC and staff for the last ten years and was amazed at how Caltrain excelled despite the difficulties it faces, and he thanked everyone for the chance to work with them.

Director, Rail Transportation Michelle Bouchard thanked Mr. Wilfley for his support and hard work over the years.

Support of JPB Resolution of High Speed Rail (HSR) Early Investment Strategy for a Blended System Memorandum of Understanding (MOU)

Director, Government and Community Affairs Seamus Murphy said since the initial release of the draft HSR Business Plan (Plan), staff has been working with the San Mateo County Transportation Authority (TA) and regional partners to identify what improvements on the Caltrain corridor would be appropriate to meet the Plan goals to upgrade the corridor to eventually receive HSR and have a direct and immediate

benefit to the existing service. Staff reached out to various agencies that have a stake in the financing, planning, design, or operation of HSR and all seemed to agree that Caltrain electrification, the advanced signal system, and the purchase of electric trains would be the right approach for the Bay Area when it comes to advocating for early incremental investments in the HSR project. Once the MOU is approved it will become a final document and an agreement we hope the legislature will use when it makes budget decisions regarding how to appropriate and allocate future HSR funds. If the appropriation proceeds as recommended by the governor, we would have the ability to start work immediately on the Caltrain Modernization Program. We anticipate if we are fully funded through 2019 we could be in revenue service by that time.

A motion (Bendix/Tucker) to support the JPB Resolution of HSR Early Investment Strategy for a Blended System Memorandum of Understanding MOU was approved.

Fiscal Year (FY) 2013 Preliminary Operating and Capital Budgets

Manager, Budgets Ladi Bhuller reported on the Operating Budget:

- The FY2013 fiscal crisis has not been solved but it has been delayed and the budget is balanced.
- No fare increases or service cuts are planned. A possible service increase may be added.
- The FY2014 budget faces a significant deficit because one-time funding runs out which may lead to drastic service cuts and fare increases. The crisis cannot be solved by service increases or fare hikes alone.
- Service is in demand more than ever with historic ridership, historic-level revenues, and over a fifty percent farebox ratio.
- Solving the crisis includes:
 - Modernizing Caltrain.
 - Tax increases.
 - Potential partnerships.
- Preliminary revenues are projected at \$111.4 million. Revenue increase is projected at \$4 million from FY2012.
- Preliminary expenses are projected at \$111.4 million. Total expenses are expected to increase by \$5 million from FY2012.
- Member contributions include \$14 million from the San Mateo County Transit District (SamTrans), \$5.8 million from San Francisco County, and \$13.7 million from Santa Clara County for a total of \$33.5 million.

Ms. Bouchard reported:

- Staff has heard pleas to increase service.
- The increases being considered are those that reap the most benefits.
- With regard to fiscal responsibility, staff is ensuring the increases are sustainable.
- October is likely the earliest date Caltrain could increase service given the implementation of the new operator, the requirements involved in increasing service such as public feedback, collateral resources, and hiring and training crews.
- The proposal would allow for an additional six trains, four of which are a restoration of trains removed recently and two are new trains.

- There is potential for strategic additional stops to be added to the existing service to alleviate pressure on oversubscribed trains and add capacity for bikes.
- These trains plug a large service gap at Palo Alto and Mountain View stations.
- Service will impact the fuel budget by \$0.7 million and \$0.4 million for an additional crew.

Cat Tucker asked why San Francisco pays less than the others. Ms. Bouchard said the net operating costs were initially allocated among the counties according to a morning boarding formula. This tied the value of the train to the county of residency versus the county of employment. Therefore, since there is a low proportion of people boarding in the morning in San Francisco to the number of people boarding in San Mateo or Santa Clara counties, San Francisco is paying less. An alternative may be something to discuss as we approach the need to solve the FY2014 fiscal crisis.

Mr. Hronowski asked if the fuel will increase from \$3.10 per gallon to \$3.38 per gallon. Ms. Bhuller said yes but we are entering into a fuel hedge program where we hedge fifty percent of the fuel. If anything changes drastically throughout the year staff will request a revised fuel budget from the board.

Chair Bendix asked what rental income was. Ms. Bhuller said it was projected at \$1.9 million from various rental properties near some of the stations.

Chair Bendix asked what impact there would be from the \$4 million reduction in preventative maintenance. Ms. Bouchard said staff is not losing focus on the preventative maintenance. We have received grants from the Metropolitan Transportation Commission to put towards preventative maintenance so this is a reflection of the amount of capital dollars being put towards preventative maintenance, not a reflection of a reduction in the amount of work that will be done.

Manager, Budgets Eva Goode reported on the Capital Budget:

- Goals include investing in infrastructure and equipment, rehabilitating components of the rail vehicles, and continuing safety improvements.
- Total proposed Capital Budget is \$40.1 million, but this does not include the Communications Based Overlay Signal System or Positive Train Control.
- Capital projects include:
 - Track and structures rehabilitation.
 - Replacement of three roadway bridges.
 - Rehabilitation of railroad signals and grade crossing warnings.
 - Replacement of the centralized voice communication system for dispatchers.
 - Rehabilitation of current fleet of passenger cars.
 - Installation of closed-circuit camera equipment at key stations, fencing along the main rail corridor, and a substation at San Jose Diridon.
- Funding sources include:
 - Federal grants.
 - State and regional grants.
 - JPB member agency contributions.

Ms. Tucker said that there is a lot of graffiti on several bridges in Santa Clara County and is concerned about cleanup. Ms. Bouchard said some money is in the budget to put toward graffiti abatement.

Mr. Wilfley said the last time Caltrain ran more than ninety trains was before any maintenance deferrals took place and asked if there will be any effect of the deferrals on the ability to run a similar schedule. Ms. Bouchard said if on-time performance is reduced during peak commute hours it may indicate small mechanical-type issues.

Staff Report – Michelle Bouchard

Ms. Bouchard reported:

- TransitAmerica Services, Inc. (TASI) has done well in preparing for the operator changeover from Amtrak.
- More TASI operators are being qualified.
- Implementation of the systems is the most critical item during the transition.
- TASI is extremely focused on safety and being an Employer of Choice by treating their employees well, which is reflected in how the employees treat the customers.
- JPB staff will be riding the trains on the opening weekend in order to:
 - Show support for our TASI partners.
 - Understand the level of oversight JPB signed up for.
 - Talk to the customers about the future of Caltrain.
- JPB staff will participate in the Out of the Darkness walk to help raise funds and awareness for the American Foundation for Suicide Prevention.
- Changes to the Codified Tariff will occur on July 1 to increase the Clipper market share.
- April 2012 weekday ridership was 46,000 riders, a 12.7 percent up from April 2011.

Committee Comments

Gerald Graham said the Caltrain schedule for Bay to Breakers was great.

Kevin Gardiner said he recently rode when there was a long delay in trains and the communication from the operator was excellent.

Chair Bendix asked if there is any news on the high platforms for wheelchair access. Ms. Bouchard said staff has a proposed engineered solution that is getting priced and put into the queue.

Scott Klemmer asked if we get to the point of electrification or new rolling stock, will the platforms and trains be at the same level so passengers can roll on with anything they have. Ms. Bouchard said it is possible but there are regulations that preclude a roll-on/roll-off interface. We also have divergent threshold heights. The electric multiple unit train cars that we plan to spec will likely have the same platform height as the current Bombardiers so only having one platform height will help reduce dwell time when wheelchair passengers board.

Mr. Graham said having cars with aprons for the purpose of meeting the platform is a possible solution.

Ms. Tucker asked about the progress for filling the CAC vacancy from San Mateo County. Ms. Bouchard said there are four vacancies, the application process has closed, and are expecting new appointments for the June board meeting.

Josh Averill was introduced as a new Assistant District Secretary.

Date, Time and Location of Next Meeting:

June 20, 2012 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 6:45 p.m.