

Report of the TA Community Advisory Committee

Meeting of July 30, 2024

Committee Actions

- Approved member Gus Mattammal's request to participate via teleconference per Assembly Bill 2449 – *approved 8-0*
- Approved the Consent Calendar including:
 - Minutes of the CAC Meeting of July 9, 2024 – *approved 8-0*
- Motions Regarding TA Board Items for August 1, 2024 – *approved 8-0*
 - Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook
 - Information on Statement of Revenues and Expenditures for the Period Ended June 30, 2024
- Approved the Programming and Allocation of \$826,000 in Measure A Alternative Congestion Relief Funds to the Peninsula Traffic Congestion Relief Alliance (Commute.org) to Support General Operations, Shuttle Administration, and the Countywide TDM Monitoring Program for Fiscal Year 2025 – *approved 8-0*

Discussion Highlights

TA Board Item 10.a Peninsula Corridor Electrification Project Update

Brent Tietjen, Manager, External Affairs, Caltrain, provided the presentation.

Sandra Lang asked if Caltrain coordinated with cities for assisting paratransit riders in terms of wayfinding and ADA accessibility. Mr. Tietjen said the trains and train bathrooms are ADA-accessible. He said he would need to check on the parking/drop-off restrictions for the different stations.

Rich Hedges said he had heard they would be using diesel trains to travel between San Jose and Gilroy. Mr. Tietjen said they had received funding to use battery electric trains for the San Jose/Gilroy service.

Vice Chair John Fox asked if Caltrain had a protocol if a bad actor tries to disrupt the coordinated signaling network. Mr. Tietjen said all trains have a wireless failsafe and gates would stop in the down position. He said they have two traction power stations that are directly connected to PG&E (Pacific Gas and Electric). He confirmed that they have been testing the electric trains every evening.

Giuliano Carlini asked if the battery electrics would be in service on September 21. Mr. Tietjen said those trains were years away. He confirmed that service would be every 30 minutes on both weekdays and weekends. Mr. Carlini said of the two contingency pools – asked for examples. Mr. Tietjen provided examples for Mr. Carlini.

Ivan Bucio asked if they had reached out to the various city councils. Mr. Tietjen said they work closely with all cities along the Caltrain line and each city has a representative on the Local Policy Makers Group.

TA Board Item 10.b Input on Policy Governing Use of Land-Banked Properties for Transportation Authority-Supported Projects and Update on Broadway Grade Separation Project

Jessica Manzi, Director, Project Delivery, provided the portion of the presentation about valuing the property. Jianmin Fong, Deputy Director, Capital Program Delivery, Caltrain, presented an update on the Broadway Project.

Mr. Carlini said the TA is reducing the cost to the first sponsor to ask. Peter Skinner, Executive Officer, Transportation Authority, said the properties acquired from Southern Pacific were originally purchased with Grade Separation Program funds. He said the only projects that directly benefit are the grade separations at those specific locations. Mr. Carlini said if the sales price is \$0, it obscures the total project cost, and suggested to keep the dollar amounts the same.

Mr. Bucio said if the cost is artificially lowered, then there will not be enough money for future projects. Ms. Manzi said it had implications for the program that are not significant. Mr. Bucio asked about the difference between the market value and the escalated value, which Ms. Manzi explained. Mr. Bucio said he felt the program was not equitable.

Ms. Lang asked what the land and cash contributions were, which Ms. Manzi explained.

Mr. Hedges said the TA is not giving the money away but trying to find a fair way to do it.

Mr. Mattammal said the TA has already made back all the money used to purchase the land so is attempting to divest itself of the land and felt it was a very equitable way of proceeding. .

Ms. Manzi discussed the various parcels owned by the TA and provided examples of project funding scenarios and staff recommendations.

Ms. Lang asked about purchases. Ms. Manzi said the right of way affects total project costs. She said there would be future discussions about what the construction costs would be.

Mr. Hedges said he hoped the project could purchase the property quickly to avoid an increase in construction costs.

Vice Chair Fox suggested sharing an inventory of what is the current land bank for future presentations on grade separations. He asked if a parking lot or parking garage would be included in the policy.

Karen Kuklin said the money from Measure A needs to be applied to grade separations, which Mr. Gilster confirmed. He said projects using that money need to be associated with grade separations in some way.

Mr. Carlini said if all of the benefits go to the two projects that have properties, the project without property suffers. He expressed his concerns about transparency of costs.

Vice Chair Fox the policy issue needs to come when properties are purchased from a land bank.

TA Board Item 11.a Program and Allocate \$826,000 in Measure A Alternative Congestion Relief Funds to the Peninsula Traffic Congestion Relief Alliance (Commute.org) to Support General Operations, Shuttle Administration, and the Countywide TDM Monitoring Program for Fiscal Year 2025

Mr. Gilster introduced John Ford, Executive Director, Commute.org, who provided the initial part of the presentation. Mr. Ford introduced Carmen Chen, TDM Program Manager, Commute.org, who provided the final portion of the presentation on C/CAG TDM policy and the monitoring program.

Mr. Londer said he appreciated the work of Commute.org.

Ms. Lang asked what the exemptions are for. Ms. Chen said Redwood City and East Palo Alto had more stringent requirements than C/CAG.

Mr. Hedges said the shuttle service has improved over the years. He asked about the Community Benefit program. Mr. Ford said they are happy to incentivize all commuters.

Vice Chair Fox suggested giving awards to employees to promote shuttle use to employers.

Mr. Carlini said VMT reduction is more efficient than building new capacity. He said he was surprised that the City of Millbrae was not using TDM. Ms. Chen said the projects preceded the TDM. Mr. Carlini suggested that Commute.org reach out to the Bike Coalition. Mr. Ford said bike education is in the work plan.

Mr. Mattammal asked how to enforce compliance. Ms. Chen said they have discussed linking with compliance with funding. Mr. Gilster suggested different ways the TA encourages compliance.

Public Comment:

Chris Florkowski said we need to train local agency public works staff how to recognize risk and change the infrastructure. She wanted to know how the shuttles would match the new Caltrain schedules.

Report of the Chair

Vice Chair John Fox said the report was in the packet.

Report From Staff

Mr. Skinner said the report was in the packet. He noted they had updated the TA Strategic Plan website, which includes a Frequently Asked Questions section based on committee member and stakeholder questions.

Member Comments/Requests

Mr. Hedges said he had recently ridden in a Waymo autonomous vehicle. He said that electric vehicles (EVs), which are very heavy, do not pay freight/increased road taxes based on weight, which will become an equity issue as more EVs get on the road.

Mr. Carlini said he was supportive of cycling education. He said EVs are heavier and do more damage to roads and cause more severe damage in accidents. He noted that gas taxes only cover a fraction of road maintenance and noted talk of having a mileage tax in the future.

Vice Chair Fox said he had ridden on the new Chinatown subway in San Francisco. He noted that fare collection and ticket checking is increasing in San Francisco.