

**CITIZENS ADVISORY COMMITTEE (CAC)
SAN MATEO COUNTY TRANSPORTATION AUTHORITY (TA)**

1250 San Carlos Avenue, San Carlos CA 94070
Bacciocco Auditorium, 2nd Floor

MINUTES OF JANUARY 5, 2016

MEMBERS PRESENT: B. Arietta (Chair), J. Fox, R. Hedges, R. Hees, J. Londer, D. Lujan, O. O'Neill, S. Scruggs, L. Simonson, W. Warhurst, P. Young

MEMBERS ABSENT: D. Bautista, P. Rosenblatt, L. Shaine, J. Ward

STAFF PRESENT: J. Averill, S. Bhatnagar, A. Chan, J. Hurley

Chair Barbara Arietta called the meeting to order at 4:38 p.m. and Olma O'Neill led the Pledge of Allegiance.

REPORT OF NOMINATING COMMITTEE

Election of 2016 Officers

Randy Hees said the nominating committee nominates Chair Arietta chair.

Motion to close chair nominations.

Motion/Second: Fox/Londer

Mr. Hees said the nominating committee nominates William Warhurst vice chair.

Mr. Warhurst arrived at 4:41 p.m.

Motion to close vice chair nominations.

Motion/Second: Londer/Fox

Motion to elect Chair Arietta as chair and Mr. Warhurst vice chair.

Motion/Second: Fox/Simonson

Ayes: Fox, Hedges, Hees, Londer, O'Neill, Scruggs, Simonson, Warhurst, Young, Arietta

Absent: Bautista, Lujan, Rosenblatt, Shaine, Ward

APPROVAL OF THE DECEMBER 1, 2015 MEETING MINUTES

Shaunda Scruggs requested clarification on page 6 where she talked about the match requirement for shuttles that are not performing. She said she was referring to ridership. The minutes should read, "Ms. Scruggs asked at what point the TA will no longer fund a shuttle with low ridership instead of raising the match requirement."

Ms. Scruggs requested to add the word "at" on page 6 before "what point the TA stops providing funds."

Daina Lujan arrived at 4:46 p.m.

Jeff Londer said on page 2, Rich Hedges said the two most dangerous crossings are Burlingame Avenue and 25th Avenue, but it should be Broadway Avenue. Mr. Hedges said it should be Broadway Avenue.

Motion/Second: Hees/Londer

Ayes: Fox, Hedges, Hees, Londer, O'Neill, Scruggs, Simonson, Warhurst, Young, Arietta

Absent: Bautista, Rosenblatt, Shaine, Ward

Abstain: Lujan

PUBLIC COMMENT

Karyl Matsumoto, Chair, TA Board, thanked the CAC for their gift of time and service to the TA. She said the CAC's work is appreciated by the Board and by the residents of San Mateo County.

ITEMS FOR REVIEW – JANUARY 7, 2016 TA BOARD MEETING

Program Report: Local Streets/Transportation (TA Item 6a)

Joe Hurley, Director, TA Program, presented:

- Local Streets and Transportation Share – 22.5 percent of Measure A
- Meeting the Local Mobility Needs of San Mateo County
 - Provides an assured source of funding to cities and the county for local streets, and funds improvements and maintenance to:
 - Maintain local streets and roads, pave streets, and repair potholes and sidewalks
 - Promote and operate alternative modes of transportation such as shuttles, sponsor carpools, and bicycling and pedestrian programs
 - Develop and implement traffic operations and safety projects, including signal coordination
 - Develop bicycle and pedestrian safety projects that eliminate hazardous conditions
- Funding Distribution Formula
 - Based on 50 percent population and 50 percent number of road miles in each jurisdiction
- Distribution
 - \$101,411,095 allocated to local jurisdictions since New Measure A began
 - Over \$18 million allocated to local jurisdictions in Fiscal Year (FY) 2015
- Terms/Conditions of Funding
 - TA insures the distribution of proportional share of funding on a monthly basis
 - Cities may use funding for local transportation projects and programs
 - Funding may not be used to supplant other funding sources
 - Cities must provide a summary of projects and programs funded with Measure A funds and provide an annual audit
- Types of Projects Funded
 - Street lighting repair/replacement
 - Traffic safety projects
 - Congestion management program
 - Traffic signals installation/upgrade
 - Bike lanes

- Sidewalk installation/maintenance
- Shuttles
- Traffic studies
- Road maintenance
- Where the Funding Goes
 - Road maintenance – 70 percent
 - Other – 30 percent
- San Mateo County Publically Maintained Roadways
 - Cities – 73 percent or 1,520 miles
 - County – 15 percent or 322 miles
 - State highway – 10 percent or 213 miles
 - Other State agencies – 2 percent or 35 miles
- Pavement Condition Index (PCI)
 - State-wide roads are rated a PCI of 66, in the “at risk” category
 - San Mateo County PCI is rated 70, in the “excellent/good” category

Ms. Scruggs asked how cities are able to leverage other possible funding sources if the funding only goes to them in small increments. Mr. Hurley said they can accumulate it over a period of time.

Ms. Lujan asked if the 22.5 percent of Measure A that is allocated to local streets and transportation is the voter-approved language. Mr. Hurley said yes.

Mr. Warhurst asked if Measure A sets the formula of 50 percent roads and 50 percent population. Mr. Hurley said it is in the formula adopted in the Expenditure Plan.

Mr. Warhurst asked how the idea of supplementing and not supplanting is policed. Mr. Hurley said through the audit process. There is an annual audit that certifies the money has not supplanted other sources, and it is done by an independent party. The auditing firm comes in and gives the TA a letter certifying they have reviewed the books and the local jurisdiction has complied with the terms and condition of the agreement.

Mr. Londer asked how U.S. and State highways are figured into the road miles that are broken down by city. Mr. Hurley said they are not included because maintenance of those facilities is not the responsibility of the local jurisdictions.

Mr. Londer asked if the PCI includes State and U.S. highways. Mr. Hurley said it could but not for this exercise.

Mr. Hees asked if the audit was in the New Measure A and not the Original Measure A. Mr. Hurley said he would have to look into it.

Mr. Hees said under the Original Measure A, homeowners were responsible for paying for sidewalk repairs, but the New Measure A will pay a percentage of the repairs.

Chair Arietta asked which cities are high and which are low on the PCI. Mr. Hurley said Portola Valley and Foster City are high and Pacifica, Belmont and Millbrae are on the low end.

2016 Legislative Program (TA Item 12b)

Shweta Bhatnagar, Government Affairs Officer, presented:

- Core Objectives
 - Maintain and enhance funding opportunities
 - Seek a regulatory environment that streamlines project delivery and maximizes ability to meet demands
 - Reinforce and expand projects that build and incentivize public transportation ridership, bike and pedestrian improvements, and transit-oriented developments (TOD)
- Public engagement strategies include direct engagement, coalition-based engagement, and media engagement
- The program is divided into three categories:
 - Budget and transportation funding opportunities
 - State/Regional level
 - Existing revenues – formula and cap and trade
 - Ballot measures and voter threshold
 - Other innovative funding options – managed lanes
 - Federal level
 - Annual appropriations
 - Tax extenders
 - Surface transportation and rail authorization
 - Transportation Projects – funding requests and needs
 - State/Regional level
 - TA supported projects – transit/highway/local streets/grade separations/bike and pedestrian/alternative congestion relief
 - Caltrain Modernization (CalMod) Program supplemental memorandum of understanding
 - Other projects – projects that enhance capacity, service and safety
 - Federal level
 - Partner agencies funding requests
 - CalMod Program – Federal Transit Administration Core Capacity funding
 - Other projects – projects that enhance capacity, service and safety
 - Regulatory and administrative issues
 - State/Regional level
 - Managed lanes
 - California Environmental Quality Act
 - Sustainable communities implementation
 - Commuter Benefits Program
 - Federal level
 - Fixing America's Surface Transportation Act and other regulations
 - Aviation fuel tax

- Next steps
 - Solicit feedback on Draft Program
 - Board approval and adoption in February

Laurie Simonson asked if the extension of the pretax commuter benefits being equal for drivers and commuters is permanent or temporary. Ms. Bhatnagar said it is temporary just for 2015-2016.

Ms. Scruggs asked if the Statewide advisory committee establishing the pilot program to assess mileage fees is something the TA currently supports. Ms. Bhatnagar said there is legislation that authorizes a study and the TA is in support of the study. The TA has not taken position on the action.

Ms. Scruggs asked what the definition of disadvantaged communities is and what the TA proposes to change it to. Ms. Bhatnagar said disadvantaged communities are defined by 19 factors that are ranked by the California Environmental Protection Agency. In San Mateo County, only two regions are considered a disadvantaged community. A challenge for the Low-Carbon Transit Operations Program is that 50 percent of funds received have to go to a disadvantaged community, so the San Mateo County Transit District (District) has to use 50 percent of that funding to those two communities. Staff wants to expand the definition so the funds can be used more broadly. The Metropolitan Transportation Commission has their own regional assessment of what a disadvantaged community is, and they are proposing the scope be broader.

Ms. Scruggs asked what the bullet on page 6 means to "advocate for the sale and allocation of Proposition 1A funding." April Chan, Chief Officer, Planning, Grants, and the TA, said the bonds have to be sold in order to get the proceeds to get funding. The State has not been able to sell any of the Proposition 1A bonds. There are some requirements that have to be met before the bonds can be sold. The California High Speed Rail Authority is working to meet those requirements.

Mr. Hedges said the State formula for disadvantaged communities through cap and trade allows for fairly large sums to go to the valley. He asked what ability is there to bring more of those funds to the Bay Area. Ms. Bhatnagar said the State heard from many transit agencies that the disbursement was unfair to disadvantaged communities that are not covered. The State has been a little more flexible in creating or altering program guidelines to encompass more projects that are in northern and southern California, but changing the definition of a disadvantaged community would require legislation.

Update on State and Federal Legislative Program (TA Item 12c)

Ms. Bhatnagar provided the following update:

State

Staff worked to amend Assembly Bill 378, which addresses congestion on Highway 101. The amended bill requires the California State Department of Transportation, the City/County Association of Governments, and the TA to create an integrate corridor

management team to consider transportation projects addressing congestion relief along the corridor within San Mateo County. Additional amendments will be made and staff will continue to work with stakeholders as the bill moves forward.

Federal

Congress passed an Omnibus Appropriations Bill that will fund Federal agency programs through September 30, 2016 and provide \$680 billion in permanent and short-term tax breaks to individuals and businesses. One of the tax extenders is the extension of the transit commuter benefits. The provision increases the transit commuter tax benefit from \$130 to \$250 a month in FY2015 and \$255 in FY2016. The bill also provides \$500 million to the TIGER Grant program, and reduces the minimum award threshold from \$10 million to \$5 million.

Mr. Londer asked what a two-year bill is. Ms. Bhatnagar said they are carryovers from the first half of the legislative session to the second half of the session.

Acceptance of Statement of Revenues and Expenditures for November 2015 (TA Item 6b)

Motion/Second: Hedges/Lujan

Ayes: Fox, Hedges, Hees, Londer, Lujan, O'Neill, Scruggs, Simonson, Warhurst, Young, Arietta

Absent: Bautista, Rosenblatt, Shaine, Ward

Approval of Minutes of December 3, 2015 (TA Item 6a)

No discussion.

REPORT OF THE CHAIR – BARBARA ARIETTA

See attachment for Chair Arietta's complete report.

REPORT FROM STAFF – JOE HURLEY

Mr. Hurley reported:

- Applications for the Shuttle Call for Projects (CFP) are due on February 12.
- The Transmission Tower that was damaged from the Broadway construction activities was replaced in December with a new pole. There was no disruption to traffic flow during the replacement. The new overcrossing is tentatively scheduled to be open to traffic in late February, weather permitting.
- A request came in from the city of Burlingame to restore a movement at the southbound off ramp that had restricted the left-turn movements. They hope to reopen that turn onto Cadillac Way shortly, weather permitting.

Mr. Londer asked how successful the bike and pedestrian CFP was. Mr. Hurley said it is oversubscribed and requests for funding were almost twice funds available to allocate.

Ms. Scruggs asked if the old interchange that is taken down will be recycled. Mr. Hurley said yes, the concrete and the steel are recycled.

MEMBER COMMENTS/REQUESTS

Mr. Fox asked what is going on with the Dumbarton corridor. Ms. Chan said the District has been working with Alameda County Transportation Commission because when the Dumbarton Rail Project was put on hold they recognized there are still traffic congestion issues across the bridge and within the transportation corridor. Facebook had expressed interest in improving traffic in that area and came forward to provide a funding grant to start a study. The study is not limited to just the rail bridge; it is looking at the corridor and the types of improvements that can be done in the short and long term and how to fund them.

DATE, TIME AND PLACE OF NEXT MEETING

Tuesday, February 2, 2016 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

Adjourned at 5:45 p.m.

Averill, Joshua

From: Barbara Arietta <barietta@hotmail.com>
Sent: Friday, January 15, 2016 2:23 PM
To: Averill, Joshua
Subject: ***CAC CHAIR'S REPORT - January 5, 2016***

Here is my report to the CAC for Tuesday, January 5, 2016:

1. CELEBRATION TRAIN

The Caltrain NORCAL/MLK Celebration Train, presented by PG and E, will run on Monday, January 18, 2016. The Celebration Train will provide free service for those on the Peninsula who wish to attend the annual celebration of the life of Dr. Martin Luther King Jr. in San Francisco. The celebration will be hosted by the Northern California Dr. Martin Luther King Jr. Community Foundation.

The Celebration Train will provide free ticketed service from San Jose to San Francisco, with stops in Palo Alto and San Mateo and will be a ticketed event. Attendees must register in advance in order to receive a free commemorative ticket.

All those interested in riding the Celebration Train are asked to go to Caltrain's website in order to pre-register for the tickets. Tickets will be distributed at the three stops to all registered attendees. Tickets are limited due to train capacity.

2. HR 22

With respect to the Bay Area's share of highway formula funding over the five year life of the FAST Act, HR 22, it has been reported by the Metropolitan Transportation Commission (MTC) that the funds flowing to the Bay Area Region in Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funding are used for the region's One Bay Area Grant Program (OBAG), the second cycle of which was approved in November 2015.

According to the reports by the MTC, this will be approximately \$69 million more than anticipated over the five year period, including \$30 million in additional CMAQ funding and \$39 million in additional STP funds. When the FAST Act's annual growth is extrapolated through FY 2022, the final year of the OBAG 2 programming cycle, MTC reports that funding would be up by approximately \$93 million.

Respectfully submitted

BARBARA ARIETTA
Chair, San Mateo County Transportation Authority, CAC