

CITIZENS ADVISORY COMMITTEE (CAC)
SAN MATEO COUNTY TRANSPORTATION AUTHORITY (TA)
1250 San Carlos Avenue, San Carlos CA 94070
Bacciocco Auditorium, 2nd Floor

MINUTES OF MAY 31, 2016

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

STAFF PRESENT: J. Averill, A. Chan, C. Fromson, J. Hurley

Chair Barbara Arietta called the meeting to order at 4:33 p.m. and Olma O'Neill led the Pledge of Allegiance.

APPROVAL OF THE MAY 3, 2016 MEETING MINUTES

Motion/Second: Bautista/Rosenblatt

Ayes: Bautista, Fox, Hedges, Londer, Rosenblatt, Scruggs, Simonson, Ward, Warhurst, Young, Arietta

Absent: Shaine

Abstain: O'Neill

PUBLIC COMMENT

None

ITEMS FOR REVIEW – JUNE 2, 2016 TA BOARD MEETING

Acceptance of Statement of Revenues and Expenditures for April 2016 (TA Item 5b)

Jeff Londer asked what the checks issued to DMJM Harris Consultants are for.

Joe Hurley, Director, TA Program, said they are the consultant fees for the 101 Managed Lane Project.

Motion/Second: Hedges/Bautista

Ayes: Bautista, Fox, Hedges, Londer, O'Neill, Rosenblatt, Scruggs, Simonson, Ward, Warhurst, Young, Arietta

Absent: Shaine

Authorize Adoption of the Fiscal Year (FY) 2017 Budget in the Amount of \$102,534,460 (TA Item 3a)

Motion/Second: Rosenblatt/Hedges

Ayes: Bautista, Fox, Hedges, Londer, O'Neill, Rosenblatt, Scruggs, Simonson, Ward, Warhurst, Young, Arietta

Absent: Shaine

Authorize Adoption of the Appropriations Limit for FY2017 in the Amount of \$656,398,964 (TA Item 5c)

Mr. Hurley said this is an annual update required for the appropriations limit, which is determined by a formula based on per capita projections and population.

Motion/Second: Bautista/Rosenblatt

Ayes: Bautista, Fox, Hedges, Londer, O'Neill, Rosenblatt, Scruggs, Simonson, Ward,
Warhurst, Young, Arietta

Absent: Shaine

Program Report: Transit – Caltrain Modernization Program (TA Item 13a)

Casey Fromson, Manager, Government Affairs, presented:

- CalMod Program
 - Advanced signal system
 - Peninsula Corridor Electrification Project (PCEP) (2020/2021)
- Advanced signal system
 - Communications-Based Overlay Signal System/Positive Train Control (PTC)
 - Fiber optic network
 - Project requirements
 - Includes Federal mandate (PTC)
 - Improves Caltrain performance
 - Project partners
 - Federal Railroad Administration
 - Union Pacific (UP)
 - California High-Speed Rail Authority
 - Peninsula Corridor Joint Powers Board (JPB)
 - Needed for Blended System
- PCEP
 - Fifty-one miles from San Francisco to San Jose Tamien Station
 - Overhead contact system and traction power facilities and Electric Multiple Units (EMUs) to replace 75 percent of the fleet
 - Up to 79 miles per hour, increased service, continue tenant service
- Key regional benefits
 - Decreases in greenhouse gases, daily traffic congestion, engine noise
 - Improvements in clean air quality and increases in daily ridership, improved frequency and quicker trips
- Electrification infrastructure contract
 - 2014: pre-qualification process
 - 2015: request for proposals (RFP) issued, three shortlisted firms, best and final offer issued
 - 2016: apparent best value proposal
- EMU contract
 - 2014: request for information
 - 2015: compatible boarding heights discussion, RFP issued
 - 2016: proposal received
- Contract next steps
 - For both infrastructure and electric vehicles
 - Continue negotiations on price
 - Discuss and finalize policy decisions
 - Contract award
 - Limited notice to proceed for six months
 - Full notice to proceed in 2017

- Costs
 - Electrification: \$704 million
 - EMUs: \$618 million
 - Separate contracts and support costs: \$373 million
 - Contingency costs: \$316 million
- Funding
 - Federal: \$978 million
 - State: \$751 million
 - Regional: 59 million
 - Local; \$202 million
- Funding update
 - Regional seven-party supplemental memorandum of understanding (MOU) (May/June)
 - State/California High-Speed Rail Authority (CHSRA) agreement (June/July)
 - Cap and Trade grant award (August)
 - Federal Transit Administration (FTA) Core Capacity award (end of 2016)
- EMUs (Electric Trains)
 - Public feedback
 - Sources: rider surveys, public meetings, social media
 - Priority: more seats and more standing space
 - Support for bathroom dips when capacity tradeoffs are explained
 - Majority desire at least one bathroom onboard
 - Considerations
 - Onboard restrooms
 - Additional doors
 - Onboard bike space (Board commitment for more station parking)
 - Additional doors are to not preclude the possibility of shared platform usage with high-speed rail service: initially the upper doors will be sealed with seats in front until both levels of doors will be needed

Rich Hedges said when electrification comes online with a mixed fleet, diesel trains should be used for express service because they take so much time to start and stop and will have fewer stops on the line. Ms. Fromson said many people agree with that assessment. Electric trains can make 13 stops in the same amount of time that a diesel train makes six stops.

Mr. Hedges said PTC was supposed to be in place by last year but Congress extended the deadline. Ms. Fromson said the deadline was extended to the end of 2018. California systems are the closest to being in place on time out of the entire country.

Shaunda Scruggs asked if there will be an increase in the number of stops at specific stations that currently only get hourly service. Ms. Fromson said many people will be interested in having their station get more stops, but a schedule has not been set yet.

Ms. Scruggs said UP trains also run on the tracks Caltrain uses and asked if they will electrify. Ms. Fromson said they will continue to be diesel, as will Altamont Corridor Express, Capitol Corridor, and Amtrak.

John Fox asked if a decision has been made about having new trains with the additional doors. Ms. Fromson said the decision has been made that the trains will have a second set of doors, but those doors will remain closed and have seats in front of them until they are needed. The decision has not been made about platform modifications.

Larry Shaine arrived at 4:52 p.m.

Mr. Londer asked if CHSRA will pay for the additional doors. Ms. Fromson said yes as part of the seven-party agreement.

Mr. Londer asked if there are plans to make 100 percent of the fleet electrified and when. Ms. Fromson said the long-term plan is to fully electrify the fleet and have longer cars. Because Caltrain will share the corridor with high-speed rail, Caltrain won't be able to send more than six trains per hour per direction, so to get more capacity Caltrain will increase train length. The timing is to be determined because it needs further planning, evaluation, and funding.

Mr. Londer said the Cap and Trade auction earned only 2 percent of what was hoped. Ms. Fromson said the funds that the JPB went after were funds that had already gone through the auction.

Chair Arietta said the Metropolitan Transportation Commission (MTC) said a critical source of funding for the high-speed rail project fell short at the recent auction. MTC expected to receive \$150 million, but only received \$2.5 million. The other three auctions brought in a total of \$1.8 billion. Ms. Fromson said the high-speed rail/blended system is counting on that funding. The funding sources for this project are pretty much all there.

Mr. Hedges said in January 2015 Cap and Trade went into effect on every gallon of gas sold, which is separate from the auction. He asked how much that is generating. Ms. Fromson said things are not going well with anything tied to the gas prices because of electric cars and more fuel-efficient vehicles.

Ms. Scruggs said other services use the Caltrain tracks. She said she has only seen UP on the Caltrain lines and asked where the others use the tracks. Ms. Fromson they are mostly in the southern area of the corridor.

Authorize Approval of a Seven-Party Regional Funding Supplement to the 2012 Nine-Party MOU with the JPB and Approval of a Budget Amendment and Allocation to Provide an Additional \$20 Million in Original Measure A Funds for the PCEP (TA Item 12a)

April Chan, Chief Officer, Planning, Grants, and the TA, said the additional funding required to deliver the PCEP needs to be brought in. The cost of the project went from \$1.23 billion to \$1.98 billion. Funding is coming from regional and local sources, the State, CHSRA, and an FTA Core Capacity grant. This item is for the approval of a supplement to the original nine-party MOU signed in 2012. This funding proposal would provide \$210 million to the PCEP. Funding sources are the MTC, the JPB, the JPB

partners, the Santa Clara Valley Transportation Authority, and the CHSRA. This and the Core Capacity grant will provide sufficient funding for the PCEP.

Mr. Londer asked why the original MOU has nine parties but this has seven parties. Ms. Chan said the city of San Jose and the Transbay Joint Powers Authority were included in the original MOU because they have terminal stations, but they are not funding partners.

Motion/Second: Rosenblatt/Ward

Ayes: Bautista, Fox, Hedges, Londer, O'Neill, Rosenblatt, Shaine, Simonson, Ward, Warhurst, Young, Arietta

Abstain: Scruggs

Authorize Allocation of \$42,536 in Measure A Pedestrian and Bicycle Program Funds for the South San Francisco Sunshine Gardens Safety and Connectivity Improvements Project (TA Item 5d)

Motion/Second: Warhurst/Londer

Ayes: Bautista, Fox, Hedges, Londer, O'Neill, Rosenblatt, Scruggs, Shaine, Simonson, Ward, Warhurst, Young, Arietta

Authorize Amendment to Existing Funding Agreement for the Half Moon Bay Main Street Bridge Bike and Pedestrian Improvements Project (TA Item 5e)

Phil Rosenblatt said he is happy to see something being done about the bridge. He asked what the design element is that is being proposed to ensure safe pedestrian and bicycle access to cross the street. Peykan Abbassi, City Engineer, Half Moon Bay, said there will be a crosswalk.

Mr. Rosenblatt said there is a good deal of vehicular traffic that goes across that area. Mr. Abbassi said proper traffic mitigation such as stop signs and stop lights will be in place. The design is in preliminary stage while traffic studies are underway, but there will be enough traffic mitigation in place to ensure safety for all modes of transportation.

William Warhurst left at 5:10 p.m.

Chair Arietta said crosswalk lights in the ground might help increase safety.

Mr. Rosenblatt said parking is also a concern and it is a very congested location. He said he is concerned about how that design will work out. Mr. Abbassi said it is a challenging design and the public will be involved in the design phase.

Motion/Second: Rosenblatt/Ward

Ayes: Bautista, Fox, Hedges, Londer, O'Neill, Rosenblatt, Scruggs, Shaine, Simonson, Ward, Young, Arietta

Absent: Warhurst

Authorize Minor Amendment to the 2004 Measure A Transportation Expenditure Plan (TEP) to Include the San Mateo County Transportation Authority as an Eligible Sponsor for Highway Program Supplemental Roadway Projects (TA Item 12b)

Ms. Chan stated that staff is recommending the Board make a minor amendment to the 2004 TEP in the Highway Program Supplemental Roadway Projects to make the TA a project sponsor. Projects in this category can be sponsored by the California State Department of Transportation (Caltrans), the City/County Association of Governments (C/CAG), cities, or the county. When the 2004 TEP was developed the TA was not a sponsor because it was thought the TA would serve primarily as a funding agency. At the time, Caltrans took a more active role. As the years went by, the highway program evolved to include projects that span multiple cities and have no appropriate city sponsor. Because Caltrans now defers project selection decisions to local agencies, there is a need to adapt by adding the TA as a sponsor for some of the projects. This will allow the TA to be involved in planning, developing stakeholder consensus, construction, and seeking and accepting funds on behalf of the project.

Mr. Rosenblatt asked how staff will address and resolve potential conflicts of interest. Ms. Chan said for the highway funding program, the TA goes through a Call for Projects process. In the past, the panel of evaluators would include TA staff along with parties from external congestion management agencies to help score the projects. In the future when there are TA-sponsored projects, TA staff would recuse themselves from the evaluation of those projects.

Mr. Rosenblatt asked if the TA could sponsor projects on behalf of the county. Ms. Chan said to the extent that there are projects where no sponsor has stepped up and the TA sees a congestion issue that needs to be resolved, staff would probably work with C/CAG to decide who would be the most appropriate party to sponsor a project.

Ms. Scruggs asked what the alternative is if this change is not made and what the advantage is to do it. Ms. Chan said everything could go through C/CAG. If the TA is not allowed to be the sponsor, then C/CAG would have to accept the funds and then pass the funds through to the TA to do the administrative work. It is more complex and convoluted to it that way. This would allow the TA to administer the funds and be the face of projects.

Motion/Second: Hedges/Bautista

Ayes: Bautista, Fox, Hedges, Londer, O'Neill, Rosenblatt, Scruggs, Shaine, Simonson, Ward, Young, Arietta

Absent: Warhurst

Authorize Funding Agreements with the San Mateo County Economic Development Association (SAMCEDA) to Supplement Funding for the Project Approval/Environmental Document Phase of the 101 Corridor Managed Lanes Project, Adding the TA as a Co-Sponsor to the Project, and Increasing the FY2016 Budget by \$3 Million (TA Item 12c)

Mr. Rosenblatt said private employers are contributing funds and SAMCEDA is acting as a fiscal agent. He asked what SAMCEDA is. Diana Bautista said it is a business association membership, not a governmental agency.

Mr. Rosenblatt asked who is supervising or managing SAMCEDA as the fiscal agent. Ms. Chan said private employers are providing the funds to SAMCEDA, and SAMCEDA would be the pass-through agent so the TA can receive the funds. Private employers would manage SAMCEDA. Since the TA would be on the contracting end, the TA would be working to make sure SAMCEDA carries out the obligations of the funding agreement being entered into.

Mr. Rosenblatt asked if private employers are providing the funds to SAMCEDA what guarantee there is that private employers will pay. Ms. Chan said if private employers stopped paying the project would have to end. SAMCEDA would have to enter into an agreement with the private employers to ensure the private employers would provide the \$3 million.

Ms. Bautista said this is a great forum for private/public partnerships.

Motion/Second: Rosenblatt/Londer

Ayes: Bautista, Fox, Hedges, Londer, O'Neill, Rosenblatt, Scruggs, Shaine, Simonson, Ward, Young, Arietta

Absent: Warhurst

Update on State and Federal Legislative Program (TA Item 13c)

Ms. Fromson said the Federal appropriations process is going forward and there are a couple of items that the TA is paying attention to because of the size of the CalMod Program. The TA is watching how that project is funded through the appropriations. There may be a continuing resolution this year, but even if that is the case, the government could give some discretion to agencies to allocate the funds, which would be done based on previous years' dollar amounts.

Capital Projects Quarterly Status Report – 3rd Quarter FY2016 (TA Item 13b)

Mr. Hurley said there was a three-month delay to the Route 92/ El Camino Real Project. The issue has been addressed. The Statewide Transportation Improvement Program (STIP) funding challenges are not reflected in the report, but staff anticipates those funding issues will have a schedule impact on this project as well as the Highway 101/Willow Road Interchange Project.

Approval of Minutes of May 5, 2016 (TA Item 5a)

No discussion.

REPORT OF THE CHAIR – BARBARA ARIETTA

See attachment for Chair Arietta's complete report.

REPORT FROM STAFF – JOE HURLEY

Mr. Hurley said

- STIP funding is not available as expected. The TA can either wait until the State figures it out, which comes at the expense of implementing projects, look for funding or loan opportunities with other agencies, advancing Measure A money with the hopes of getting some type of payment back, or spending TA funds up

front and getting reimbursed when State funding becomes available. As the TA starts to burn through TA funding faster, the ability to do other projects starts to shrink. The Self-help County Coalition that represents the TA and of transportation authorities has a concern of constantly being a backstop whenever the State is unable to provide funds.

- CAC interviews for vacant positions have occurred. Board members on the interview subcommittee have opted to defer any decisions until a conversation takes place at the Board level.

Ms. Bautista asked if the TA should be working with Assemblymember Kevin Mullin to get funding for projects that are ready to go to construction. Mr. Hurley said Assemblymember Mullin is aware of the issue and is supportive. Other groups are not willing to take the steps to do what is necessary. There is recognition that there is a funding shortfall, but no consensus how to fix it.

MEMBER COMMENTS/REQUESTS

Laurie Simonson said she is resigning from the CAC in August. She will be moving to Denver.

Ms. Bautista said part of Marsh Road in Atherton and Menlo Park is closed making it very inconvenient to get to El Camino Real from Highway 101 from Bay Street until Middlefield Road. It will be closed until mid-August.

Mr. Hedges said MTC and the Association of Bay Area Governments (ABAG) committed to use Proposal 7 to combine the planning operations of MTC and ABAG, which will be close to a full merger. They will retain the governmental structure on the legislative side from the different cities that are involved with legislating ABAG. He said the CAC should know the numbers from Cap and Trade through gasoline tax. He thought it was 10 cents per gallon. He asked staff to research it and find out how much the TA should be getting. Gas operates under separate rules from auction. Mr. Hurley said he will send out a summary sheet with the rules and projected revenues for Cap and Trade.

DATE, TIME AND PLACE OF NEXT MEETING

Tuesday, July 5, 2016 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

Adjourned at 5:51 p.m.

From: [Barbara Arietta](#)
To: [Averill, Joshua](#)
Subject: ****Chair"s Report for CAC Meeting on May 31, 2016****
Date: Sunday, June 12, 2016 4:22:56 PM

TRIP Report Finds Key Bay Area Transportation Projects Needed to Support Region's Growth Face a Funding "Red" or Yellow" Light

The MTC reports that six of twenty transportation projects identified as the most needed in the San Francisco Bay Area have received a "red" light because they are unfunded and 11 of the projects have earned a "yellow" light because they are only partially funded., jeopardizing this region's future quality of life due to an inadequate transportation system. These transportation projects would support the region's future development by improving access, safety and conditions according to a new report released on May 11th by TRIP, a Washington D.C based national transportation organization.

The report finds that those projects that have received a "red" light will not have any funding available to them through 2020. Eleven of the projects that received the "yellow" light expect to have only a portion of the funding funding available to them by 2020, or that the funding is uncertain.

In the SF Bay Area, only three of the region's 20 critical projects have a "green" light to signify that full funding is available or is anticipated to be available by 2020. Those projects receiving the "green" light for this region are : The BART Transbay Tube Seismic Retrofit, the Replacement and Expansion of the Transbay Transit Center Terminal and the Extension of the Third Street Light Rail in SF.

Some, but not all of the projects receiving the "red" light, include the following: Regionwide Improvements to BART and Construction of the Transbay Transit Center Downtown Rail Extension. Some, but again, not all of the projects receiving the "yellow" light include: Maintenance and Improvement to Locally Maintained Roads, Streets and Highways, Regionwide Maintenance of State Highways, Bridges and Local Streets, and Regionwide Freeway Improvements, as well as the BART Extension to San Jose and Santa Clara.

The TRIP Report also found that California continues to experience significant growth, with the state's population increasing by 16 percent since 2000 to 39 million, Gross State Product increasing by 27 percent since 2000, when adjusted for inflation, and statewide vehicle miles of travel increasing by 5.3 percent from 2014 to 2015. They also reported that more than half (51%) of major urban roads in CA have pavements in poor condition, eight percent of bridges

in California are rated structurally deficient and the traffic fatality rate on California's rural non-interstate roadways is nearly four and a half times higher than on all other roads and highways within the state.

Turning the "red" and "yellow" lights, which many of this region's transportation improvements currently face, to "green" lights will require increased transportation investment at the local, state and federal levels.

Signed into law in December of 2015, the Fixing America's Transportation Act (FAST) provides modest increases in federal highway and transit spending available to states, allows states greater long term funding certainty and streamlines the federal project approval process. But the FAST Act does not provide adequate funding to meet the nation's need for highway and transit improvements and does not include a long term and sustainable funding source.

Bay Area Open Houses Scheduled for Plan Bay Area 2040 Regional Transportation and Housing Plan

A series of public open houses for bay area residents to learn about an update to the region's long range transportation and housing roadmap, known as Plan Bay Area 2040, has begun. Planners have prepared several alternative scenarios of what the bay area could look like in 2040, and are seeking the public's help in selecting desired features among these alternatives, and in prioritizing transportation investments.

Open House participants will rotate among a series of stations where they will have a chance to review displays and offer comments on long-term goals to reduce green house gas emissions from cars and light-duty trucks, house the region's projected population, improve public health, maintain the region's transportation infrastructure, and preserve open space among others. Displays will also feature the schedule and key milestones for the plan update.

In San Mateo County, the Public Open House will be held on Wednesday, June 1, 2016 from 6:30pm to 8:30 pm in the City of Burlingame Recreation Center Auditorium, located at 850 Burlingame Avenue in Burlingame.

Respectfully submitted,

BARBARA ARIETTA
Chair, San Mateo County Transportation Authority, CAC