

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 3, 2017

MEMBERS PRESENT: B. Arietta (Chair), D. Bautista, K. Bond, E. El-Dardiry, J. Fox, R. Hedges, K. Kuklin, J. Londer, O. O'Neill, S. Stamos, W. Warhurst

MEMBERS ABSENT: A. Chen, P. Haynie, S. Scruggs

STAFF PRESENT: A. Chan, C. Fromson, J. Hurley, N. McKenna, J. Slavitt

Chair Barbara Arietta called the meeting to order at 4:30 p.m. and Jeff Londer led the Pledge of Allegiance.

REPORT OF THE NOMINATING COMMITTEE (RICH HEDGES, JEFF LONDER, OLMA O'NEILL)

Mr. Londer thanked Bill Warhurst and Chair Arietta for their service last year.

Mr. Londer said the committee is recommending Chair Arietta to serve again as chair for 2017.

Motion/Second: Hedges/Warhurst

Ayes: Bautista, Bond, Fox, Hedges, Kuklin, Londer, O'Neill, Stamos, Warhurst, Arietta

Absent: Chen, El-Dardiry, Haynie, Scruggs

Mr. Londer said the committee is recommending John Fox to serve as vice chair.

Motion/Second: Warhurst/Bautista

Ayes: Bautista, Bond, Fox, Hedges, Kuklin, Londer, O'Neill, Stamos, Warhurst, Arietta

Absent: Chen, El-Dardiry, Haynie, Scruggs

APPROVAL OF THE NOVEMBER 29, 2016 MEETING MINUTES

Motion/Second: Bautista/Londer

Ayes: Bautista, Bond, Fox, Hedges, Kuklin, Londer, O'Neill, Stamos, Warhurst, Arietta

Absent: Chen, El-Dardiry, Haynie, Scruggs

PUBLIC COMMENT

Director Karyl Matsumoto thanked the CAC for their service.

Essam El-Dardiry arrived at 4:37 p.m.

ITEMS FOR REVIEW – JANUARY 5, 2017 TA BOARD MEETING

Allocation of \$5.49 Million in Measure A Funds from the Highway Program Category to the City of Redwood City for the U.S. 101/Woodside Road Interchange Project (TA Item 13a)

Joel Slavit, Manager, Programming and Monitoring, said this is an administrative item. The Board previously approved the programming of the funds, but it was conditioned upon the approval of the project report and environmental document. The condition has been met so the Board can now make the allocation.

Motion/Second: Fox/Londer

Ayes: Bautista, Bond, El-Dardiry, Fox, Hedges, Kuklin, Londer, O'Neill, Stamos, Warhurst, Arietta

Absent: Chen, Haynie, Scruggs

Committing to Fund up to \$100 Million in Additional Funds to the Peninsula Corridor Electrification Project (TA Item 13b)

April Chan, Chief Officer, Planning, Grants and the Transportation Authority, said this item is related to the Caltrain electrification project. The project is \$1.98 billion and has been in development for a number of years and includes \$316 million in contingency funds. In 2012 nine partners came together with a Memorandum of Understanding (MOU) to pull together the funding sources that can be used to fund the project. The TA has contributed \$80 million: \$60 million in 2012 and \$20 million in early 2016. The Federal Transit Administration (FTA) application has been approved and staff is trying to get a Full Funding Grant Agreement (FFGA) to fill the gap to fully fund the \$1.98 billion. Staff has been working with FTA staff and hoped to get funding before the current administration but that is not happening. The Limited Notice to Proceed (LNTP) has been issued by the Peninsula Corridor Joint Powers Board (JPB). A Full Notice to Proceed cannot be issued until March 2017. The last remaining requirement from FTA is that on top of the \$316 million contingency that is included in the project, additional funds up to 10 percent of the total project costs are available in the event more funding is needed. Staff has been working extensively with the funding partners, including San Francisco County Transportation Authority, Santa Clara Valley Transportation Authority (VTA), and the Metropolitan Transportation Commission (MTC), along with the TA on how to meet this requirement. Originally the heads of each of the agencies provided a letter to FTA committing \$50 million each. FTA said the letters weren't good enough and wanted the Boards to take action. The original item in the agenda packet included a resolution committing \$50 million should it be needed for this requirement. Each agency was going to supply this resolution to the FTA for a total of \$200 million. Each body is committing different colors of money. San Mateo County is in control of the Measure A sales tax money and VTA has their own sales tax money. The San Francisco and MTC source of money is the State Transportation Improvement Program (STIP) funds. STIP is money allocated by the State, but goes to each of the counties who decide what to do with it. Staff just heard from FTA that they are not satisfied with the San Francisco or MTC pledges of STIP funding. In order to continue to meet the requirement of the 10 percent, staff is proposing that San Mateo and VTA each pledge an additional \$100 million. Should this funding ever be needed staff is preparing a separate agreement amongst the partners. If the \$200 million needs to be tapped into staff will meet with MTC, San Francisco, VTA and the TA, to decide how the

\$200 million will be funded. In the funding agreements with the funding partners, the nine-party agreement in 2012 and 2016, there are very restrictive project control oversight responsibilities. There is a risk management committee that has participation from the various funding partners and a mechanism in place how staff can potentially get additional funding for the project. The FTA said this all sounds good, but not good enough and still insisted on the 10 percent requirement

Rich Hedges asked what the problem was with the STIP money. Ms. Chan said FTA feels MTC and San Francisco don't have direct control of the STIP money, the STIP money is more prospective and not in pocket now.

Olma O'Neill asked if the TA has the resources to fund this. Ms. Chan said currently the balance is \$40 million in the Caltrain pot, but there is the 16 percent from the sales tax for Caltrain, which is \$13 million a year.

Karen Kuklin asked if there is separate letter that documents that MTC and San Francisco will pay up when it is necessary. Ms. Chan said staff is drafting an e-mail to the three respective boards from the heads of San Francisco, San Mateo and Santa Clara that costs will be shared equally.

Diana Bautista said she doesn't want San Mateo and Santa Clara footing the entire bill. Ms. Chan said there is a Joint Powers Agreement in place that states the costs are split equally among the three partners.

Kate Bond asked how long the project will take. Ms. Chan said the contract was awarded August 2016 and will finish in December 2021.

Ms. Bond asked if San Francisco will put their STIP money aside so it is available if and when needed. Ms. Chan said something will be put in writing.

Mr. El-Dardiry said he is unclear on the funding. Ms. Chan said over \$700 million is coming from State, including \$600 million from the high-speed rail bond the State passed, \$647 million in FTA Core Capacity, FTA Formula Funding, local funding partners, and smaller funding sources, adding up to \$1.98 billion.

Mr. El-Dardiry asked why this is good for Caltrain. Ms. Chan said the electrification will improve the way it operates and be able to accelerate and decelerate the trains faster, which will result in a shorter trip or allow for more stops in the same amount of time.

Mr. Fox asked if \$100 million has to be shown as committed and freeze or lock-out any projects that were in the pipeline. Ms. Chan said the language is to make the funds available over the next four to five years and there is still another 18 years of Measure A money that will be coming in. Ms. Chan said this will not impact any other TA Program Category other than Caltrain.

Chair Arietta asked if the San Carlos Transit-Oriented Development (TOD) Project will be impacted. Ms. Chan said no, that is a San Mateo County Transit District (District) project and has secured a FTA grant.

Joe Hurley, Director, TA Program, said this commitment allows Caltrain to make the March commitment.

Mr. Warhurst said last week the CAC received an email stating the number was \$57 million and now the commitment is \$100 million. Ms. Chan said the reason is because the FTA said no STIP funds were allowed.

Mr. Londer asked if any consideration was given to a new administration coming in 17 days and things could change. Ms. Chan said staff has been working very feverishly to get this accomplished. The FTA funding was included in the 2017 President's budget and a number of priority funding has been included.

Steve Stamos asked when San Francisco and VTA will be taking action. Ms. Chan said both are taking action on Thursday, January 5.

Mr. Stamos asked if FTA will require anything else after this 10 percent is approved by all parties. Ms. Chan said no.

Motion/Second: Hedges/El-Dardiry

Ayes: Bautista, Bond, El-Dardiry, Fox, Hedges, Kuklin, Londer, O'Neill, Stamos, Warhurst, Arietta

Absent: Chen, Haynie, Scruggs

Program Report: Transit – Shuttles (TA Item 14a)

Mr. Slavitt presented:

- 4 percent of Measure A goes to shuttles with a minimum 25 percent match required.
- There have been three shuttle Calls for Projects (CFP) under the New Measure A with a total allocation of \$13.3 million.
- 29 shuttles were allocated \$5.8 million in Measure A funds for operation in Fiscal Year (FY) 2015 and FY2016.
- There are 24 commuter and community shuttles. Commuter shuttles provide the first and last mile commute link. Community shuttles provide all, mid-day or weekend service for basic needs and often serve the transit-dependent.
- In the FY2015 and FY2016 funding call Measure A funds were allocated to 25 existing shuttles and four new shuttles.
- Maps of shuttle routes were shown.
- FY2016 performance:
 - Sponsor progress reports
 - Ridership
 - Total operating cost
 - Total service hours
 - Program performance
 - Ridership

- Cost per passenger
- Passengers per service hour
- Total monthly ridership on Measure A funded shuttles was around 70,000-90,000 per month.
- Total annual ridership was 974,000, a 9 percent increase, but does include two new shuttles.
- FY2016 operating cost per passenger for commuter shuttles were \$6.17 per person, below the benchmark of \$7 and community shuttles were \$13.88 per person, above the benchmark of \$9 per person.
- Passengers per service hour on commuter shuttles were was 17.1, above the benchmark of 15, and 6.6 for community shuttles, below the benchmark of 10.
- Related activities:
 - Next joint TA/City/County Association of Governments CFP tentatively to be released December 2017 for FY2019 and FY2020.
 - For next CFP, consider increasing match requirement, up to a maximum of 50 percent, for existing shuttles that don't meet the operating cost/passenger benchmark to help pay for cost above the benchmark.

Mr. El-Dardiry left at 5:24 p.m.

Mr. Londer asked if there were totals for the entire shuttle system. Mr. Slavitt no, but it is something that can be done.

Mr. Londer asked how the benchmark was determined. Mr. Slavitt said about 10 years ago a study was done by Nelson Nygaard and they looked at shuttles in San Mateo County as well as the greater Bay Area and came up with benchmarks based on that study. Recently the Consumer Price Index has been used to bump up the operating cost per passenger.

Mr. Londer asked if the increase in ridership is considered good. Mr. Slavitt said Caltrain was up 3.2 percent, the District's shuttles were up 1.5 percent, SamTrans ridership decreased a little bit, so these numbers are okay.

Mr. Hedges said he takes a variety of the shuttles and there is not a lot of room to increase ridership.

Mr. Stamos asked how the percent matching funds determined. Mr. Slavitt said there is a requirement that the shuttle sponsor needs to match 25 percent of the cost.

Mr. Stamos asked how the shuttle list grows. Mr. Slavitt said the list is tentatively capped due to the funds available. Extensive outreach is done as well as a workshop is held.

Chair Arietta said she heard that the change to the Caltrain timetable will line up better with the shuttles.

Acceptance of Statement of Revenues and Expenditures for November 2016 (TA Item 7b)

Motion/Second: Londer/Bautista

Ayes: Bautista, Bond, Fox, Hedges, Kuklin, Londer, O'Neill, Stamos, Warhurst, Arietta

Absent: Chen, El-Dardiry, Haynie, Scruggs

2017 Legislative Program (TA Item 14b)

Casey Fromson, Manager, Government and Community Affairs, said the Program establishes the principles that will guide the TA's legislative and regulatory advocacy efforts through the 2017 calendar year, including the second half of the State legislative session and the first session of the 115th Congress. The Program has three primary objectives: Direct Engagement, Coalition-based Engagement and Media Engagement.

Motion/Second: Bautista/Londer

Ayes: Bautista, Bond, Fox, Hedges, Kuklin, Londer, O'Neill, Stamos, Warhurst, Arietta

Absent: Chen, El-Dardiry, Haynie, Scruggs

Update on State and Federal Legislative Program (TA Item 14c)

Ms. Fromson provided the following update:

State:

- On January 4, the Legislature will reconvene in Sacramento to begin the work of the 2017-18 Legislative Session. There will be a number of new faces in Sacramento, including one new delegate representing San Mateo County, Assembly Member Marc Berman (D-Menlo Park). Assembly Members Kevin Mullin (D-South San Francisco) and Phil Ting (D-San Francisco), along with Senator Jerry Hill (D-San Mateo), also continue to represent the county.
- In late December, the leadership announced committee chairs for the 2017-2018 session. Senator Jim Beall (D-San Jose) will continue to chair the Senate Transportation and Housing Committee and Senator Bob Wieckowski (D-Fremont) will chair the Senate Budget Subcommittee #2 on Resources and Transportation. In the Assembly, Assembly Member Jim Frazier (D-Oakley) will continue to chair the Assembly Transportation Committee and Assembly Member Richard Bloom (D-Santa Monica) will also retain his post as chair of the Assembly Budget Subcommittee #3 on Resources and Transportation.
- As staff reported last month, on November 30, the Legislature officially adjourned the Special Session on Transportation and Infrastructure without passing a transportation funding package. Just before adjournment, Governor Jerry Brown and legislative leadership announced that a deal could not be reached in the special session, but committed to tackling transportation funding in the next session, possibly early in 2017. The Governor has indicated a renewed interest in transportation funding, so we could see a revised funding plan with the release of his proposed 2017-2018 State budget on January 10. Both transportation committee chairs introduced bills on December 5, representing a \$6 billion funding package for local streets and roads, State highways, goods movement, and transit.

Federal:

- On December 9, with less than an hour until the deadline, the Senate voted 63 to 36 to pass a continuing resolution (CR) (H.R. 2028) funding the Federal agencies at current funding levels until April 28. Since the CR is funded at Fiscal Year 2016 funding levels, programs will not see the funding increases for highways and transit that were included in the FAST Act.
- During the campaign session, Donald Trump promised a \$1 trillion infrastructure bill, but in recent weeks he has publically said that his administration will not make infrastructure a priority. We will continue to follow this closely.
- The 115th Congress was sworn in on January 3 and the inauguration of the next president will be on January 20.
- Senator Kamala Harris, who replaced retiring Senator Barbara Boxer, received her committee assignments. She will be on the Environment and Public Works Committee. The Environment and Public Works Committee is an important transportation related committee in the Senate.

Approval of Minutes of December 1, 2016 (TA Item 7a)

No discussion.

REPORT OF THE CHAIR – BARBARA ARIETTA

See attachment for Chair Arietta's complete report.

REPORT FROM STAFF – JOE HURLEY

Mr. Hurley said:

- On December 6 the Highway 92/El Camino Real project had a bid opening. The engineer's estimate for the project was \$16 million. Eight bids were submitted and the low bid from Ghilotti Construction was below the engineer's estimate. Construction will begin in March and will last one year.
- On December 14 the Highway 101/Willow Exchange Project bids were opened. The engineer's estimate was \$45 million. Eight proposals were received and the low bid received by a joint venture, Disney Construction and O.C. Jones, was 8.7 percent below the engineer's estimate.
- Emily Beach, Burlingame Councilmember, will join the TA Board replacing Mary Ann Nihart as the Cities-at-Large representative.
- CAC member Jeanette Ward has resigned from the CAC.

Chair Arietta asked if quality is being compromised with the low bids. Mr. Hurley said no it is market driven and is influenced by the volume, timing and location of projects.

Ms. Bond asked how tight or close the bids were. Mr. Hurley said there was a tight cluster for the lowest four of bidders.

Mr. Warhurst said on the TA website the most current information on projects is June 7. Mr. Hurley said he will look into it.

MEMBER COMMENTS/REQUESTS

Mr. Hedges said he has been reading about the loss of Luxor cabs in San Francisco. These cabs carry as many disabled passengers as their Paratransit system does in the

city and with the reduction in these cabs and the continuing pressure on cab companies with Uber and Lyft this is going to be a real problem. The District and the Paratransit Coordinating Council need to start addressing this issue.

Mr. Stamos asked if there will be a presentation on the Millbrae TOD. Mr. Hurley said no because it is not a TA project.

DATE, TIME AND PLACE OF NEXT MEETING

Tuesday, January 31, 2017 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

Adjourned at 5:57 p.m.

From: Barbara Arietta
To: [McKenna, Nancy](#)
Subject: TA CAC CHAIR'S REPORT JANUARY 3, 2017
Date: Wednesday, January 04, 2017 3:08:49 PM

CALTRAIN PROPOSES PRE-ELECTRIC SCHEDULE CHANGES- WEEKDAY TWEETS AND SUNDAY CUTS

On Wednesday, December 21, 2016, I attended the first of a series of meetings that Caltrain is conducting to obtain feedback on the upcoming changes that it is proposing between April 2017 and when electric service is planned to start in 2020/21. The changes include weekday tweaks intended to improve service based on ridership patterns. However, it also proposes reducing weekend service to 90 minute frequencies to make time for electrification construction.

The proposed schedules are available at www.caltrain.com/proposedchanges or by calling 1-800-660-4287.

Weekday service changes include an addition of six stops for certain trains, separation of southbound AM peak Baby Bullet train times, adjustment of some reverse-peak service at Tamien Station and departure time adjustments during off-peak periods to enable all train meets to occur at control points, which will allow flexibility to the operation to accommodate Peninsula Corridor Electrification Project (PCEP) work windows.

The proposed timetable changes that Caltrain is currently presenting to the public will help facilitate the PCEP without requiring more drastic options such as termination of all weekend Caltrain service.

The JPB Board will receive an informational update on the final weekday timetable changes at the Feb 2, 2017 Board meeting. Because the weekday changes are minor and are not considered a "major service change" under the FTA 2016 Title VI Compliance Program, JPB Board action is not required at that meeting. Public comments will be considered prior to finalizing weekday changes.

However the JPB Board will be requested to vote on the approval of the weekend timetable changes at the March 2, 2017 Board meeting, because the weekend changes are considered a "major service change" under the FTA 2016 Title VI Compliance Program and the JPB Board is required to approve the weekend changes along with the Title VI Equity Analysis report before they are implemented. Public comments will be considered prior to finalizing weekend changes.

In the interim, a series of public outreach meetings will also be conducted at various train stations between San Francisco and San Jose during the month of January. Local meetings are being held on Saturday, January 7th (10:30am-12:30pm) and Monday, January 9th (6:30 am-8:30am), at the Redwood City Caltrain Station; Sunday, January 9th(11am-1pm) and Thursday, January 12th(5:30pm-7:30pm) at the San Mateo Caltrain Station; and Sunday January 8th(11am-1pm) and Thursday January 12th(5:30pm -7:30pm) at the Millbrae Caltrain Station. There will also be meetings on Monday, January 9th (6am-8am) and Sunday, January 15th (10:30am-12:30pm) at the Palo Alto Caltrain Station.

For those who cannot attend in person, prior to the formal hearing in March, comments may be sent by e-mail to Changes@caltrain.com or by phoning 1-800-660-4287 or by sending mail to: Peninsula Corridor Joint Powers Board, JPB Secretary, P.O. Box 3006, San Carlos, CA 94070-1306.

CREWS BEGIN CONSTRUCTION ON NEW SAN CARLOS TRANSIT CENTER

Last week, the Daily Journal reported that in anticipation of hundreds of new residents and workers slated for the San Carlos Transit Village, construction crews recently broke ground on a new multi-modal transit center touted as a way to support commuters.

The San Carlos Transit Center will revamp a portion of the Caltrain station's surface parking lot and commuters are asked to use the Belmont Caltrain Station for parking during the six-month construction period.

Once complete, the transit center will provide an additional 55 parking spaces, two shuttle spaces and four bus spaces and is intended to better serve the community by enhancing connectivity between commuters using SamTrans buses, riding Caltrain, taking local shuttles, as well as walking or biking.

The improved facility will also help support a new mixed-use development nearby.

The Transit Center will occupy 4.27 acres in the area between the railroad tracks and El Camino Real, bordered by the midway point between San Carlos Avenue and Cherry Street on the northern side and just north of Arroyo Avenue on the southern side. The new San Carlos Station will provide an additional parking area to accommodate the San Carlos Transit Village.

The transit center is part of the San Carlos Transit Village, a mixed-use residential and commercial project approved by the San Carlos City Council in late 2013. This Transit Oriented Development (TOD) project is a collaboration between SamTrans and Prometheus Real Estate Group to create six three-story residential buildings. The property will also include an area between El Camino Real and the Caltrain tracks, bordered by Oak Street in the north and an

area just south of San Carlos Avenue in the south.

The 6.26-acre site will include 202 rental units, recreational facilities, 25,800 square feet of commercial space and a public plaza. City officials expect the construction on the village, which began this past summer, to be completed by the summer of 2018.

Respectfully submitted,

BARBARA ARIETTA

Chair, San Mateo County Transportation Authority, CAC