

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

MINUTES OF FEBRUARY 4, 2014

MEMBERS PRESENT: B. Arietta, J. Baker, J. Bigelow, J. Fox, J. Londer, D. Lujan, D. Maez, L. Shaine, L. Simonson, A. Vargas, W. Warhurst, J. Whittemore

TELECONFERENCE: R. Hedges

MEMBERS ABSENT: R. Hees

STAFF PRESENT: J. Averill, J. Hurley, C. Fromson, S. Murphy, L. Snow

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

APPROVAL OF MINUTES OF JANUARY 7, 2014

Doris Maez said the first paragraph on page 2 reads, "The TA was obligated to pay Caltrans back by December but was grant a time extension." She said there is no year noted and "grant" should be changed to "granted." Joe Hurley, Director, Transportation Authority Program, said the obligation to pay back the California Department of Transportation (Caltrans) was December 2012 but the TA was granted a time extension to November 2013.

Ms. Maez said to remove the word "it" from the line on page 2 that reads, "Doris Maez asked what circumstances it would benefit the TA for someone to go to a ticketed event."

A motion (Bigelow/Simonson) to approve the January 7, 2014 minutes as amended was approved unanimously by roll call.

John Fox arrived at 4:34 p.m.

PUBLIC COMMENT

None

ITEMS FOR REVIEW – FEBRUARY 6, 2014 TA BOARD MEETING

Approval of the 2014 Legislative Program (Program) (TA Item 12b)

Seamus Murphy, Director, Government and Community Affairs, said the Program guides the TA's activity at the Federal and State level regarding regulation and regulatory activities. It is specific to certain issues staff knows will come up but is broad enough to allow staff to respond to other issues. He said anything that comes up outside the scope of this Program would be brought to the Board separately to seek their consideration on whether the TA should oppose or support a bill, policy, or regulation.

Daina Lujan arrived at 4:36 p.m.

Mr. Murphy said regional issues are addressed in this year's Program. He said the Metropolitan Transportation Commission (MTC) is becoming a pass-through agency for funds the TA depends on such as Cap and Trade funds. He said there are a number of different issues discussed in the Program specific to transportation operations, administration, planning, and project delivery regulation, including dealing with how heavy a bus can be and a Zero-emission Bus Program.

John Baker Arrived at 4:40 p.m.

Mr. Murphy said the Cap and Trade Program is a new addition to the Program. He said the budget proposal is asking the Legislature to approve an \$850 million Cap and Trade investment but there is an opportunity to expand that number because the State loaned its General Fund \$500 million last year from Cap and Trade revenues. There is a lot of funding potentially available to support transportation improvements and services since 40 percent of the revenues the State is generating from the Cap and Trade Program come from the fuel sector and are directly attributed to transportation. He said the TA's goal is to have a Cap and Trade Program that benefits transit operations, services capital programs, and allows for flexibility in how to spend the funds.

Mr. Murphy said the Surface Transportation and Rail Authorization programs need to be reauthorized before September 30 and the 2015 Appropriations deadline is September 30. He said there are opportunities for the TA to advocate for appropriations that are adequate for the TA's needs. He said climate change and livability is unchanged from the previous Program. There has not been much movement in Congress on this issue, but there is a series of proposals regarding this program being considered.

Mr. Londer asked if SamTrans currently has low-emission or zero-emission buses. Mr. Murphy said San Mateo County Transit District (District) has recently authorized the purchase of about 100 hybrid buses which are low-emission but has no zero-emission buses.

Chair Arietta asked how many buses are in the fleet. Mr. Murphy said about 300.

Larry Shaine asked what type of regulation private ferries such as the Google ferry are subjected to. Mr. Murphy said the agency doesn't operate a ferry service so he is not sure. He said he doesn't think Google wants to consider a private ferry a long-term solution for their employees and would prefer short-route buses from neighborhoods to transit systems so they would not have to focus on transportation.

Ms. Maez asked if any legislation is going to address parity between pre-tax benefits for transit users and drivers. Mr. Murphy said it is being addressed with the Moving Ahead for Progress in the 21st Century implementation. He said no one is sure how that issue will be dealt with yet. He said the goal is to make permanent parity.

April Vargas said there is concern that seeking a regulatory environment that streamlines project delivery and maximizes the TA's ability to meet public transportation

service demands could weaken the California Environmental Quality Act (CEQA). She asked where to direct people to see a discussion of those concerns and how the policy was developed. Mr. Murphy said the TA will not proactively seek any changes to CEQA but the language in the Program states the TA would closely monitor efforts to modernize CEQA and support proposals that advance transportation projects without compromising CEQA's effectiveness as an environmental protection policy. He said the TA is trying to make sure that environmentally friendly projects are not held up.

Jim Whittemore said CEQA needs serious restructuring.

A motion (Hedges/Bigelow) to support the approval of the 2014 Legislative Program was approved by roll call.

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

Mr. Murphy said the TA has two pieces of legislation that will be moving forward in the legislative session. He said the first is the extension of design/build authority for transit projects, which would otherwise expire at the end of this year. He said last year legislation was passed that gave SamTrans and Santa Clara Valley Transportation Authority the authority to use the Construction Management/General Contractor project delivery approach, which allows the construction management entity to be brought onboard and get involved early in the design process and to start construction of the project before design is concluded, resulting in more reliable project costs, and shortening the timeframe for project delivery. Passing this bill gave Caltrain the same authority. He said the language requires agencies to go through a State process for monitoring wages, but the District and Caltrain both use an in-house wage monitoring process, which is not allowed under the current language. New language is being added consistent with other project delivery legislation and regulations.

Mr. Murphy said the governor's budget has a piece on Infrastructure Finance Districts (IFDs). The governor's proposal would expand the number and type of projects that could benefit from an IFD to include transit projects. It also lowers the voter threshold to approve an IFD to 55 percent, and the TA is supportive of that proposal.

Authorize Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended December 31, 2013 (TA Item 11a)

No discussion.

A motion (Shaine/Baker) to support the authorization of the acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended December 31, 2013 was approved unanimously by roll call.

Program Report: Transit – Caltrain Modernization: Corridor Electrification (TA Item 12a)

Casey Fromson, Government Relations Officer, presented:

- Average weekday ridership is about 53,000, about 1.3 million monthly.
- The Peninsula Corridor Joint Powers Board (JPB) is committed to a blended system with high-speed rail (HSR), which consists of primarily a two-track system, speeds up to 110 miles per hour, and six Caltrain trains and four HSR trains per peak hour per direction.

- Policies in place to solidify the commitment to the blended system include:
 - 2012 California High-speed Rail Authority (CHSRA) Business Plan
 - 2012 Regional Nine-party Funding Memorandum of Understanding (MOU)
 - 2013 JPB/CHSRA New Agreement
- Key partners include:
 - JPB, Local Policy Maker Group, city councils and committees
 - JPB CAC, Bicycle Advisory Committee
 - City/County Staff Coordination Group, Peninsula Corridor Working Group
 - Community leaders and advocacy organizations
- Caltrain Modernization is a \$1.5 billion regional funding plan consisting of three elements:
 - Advanced Signal System – to be in place by 2015
 - Corridor Electrification – to be in place by 2019
 - Electric Multiple Units (EMUs) – to be in place by 2019
- Advanced Signal System:
 - Positive Train Control (PTC) is a Federal mandate that will prevent train-to-train collisions, over-speed derailments, incursions into established work zones, movement through a misaligned switch, and will ensure interoperability.
 - Caltrain will have enhanced crossing safety and performance, improved headways and operational flexibility, enforcement of scheduled station stops, and schedule management.
 - Installation began in September.
- Corridor Electrification and EMUs:
 - Scope:
 - Over 51 miles between San Francisco and Tamien
 - Track south of Tamien belongs to Union Pacific (UP) and will not be electrified
 - Service:
 - Service up to 79 miles per hour
 - Six trains per hour per direction
 - Mixed-fleet service for an interim period
 - Electrified service includes poles, wires, and traction power facilities.
- The draft environmental review document will be out in February to lay out what the electrified system will look like and what the worst case scenario would be. The final cleared document should be out at the end of this year.
- The blended system will be in revenue service between 2026 and 2029.
- Additional investments yet to be made include:
 - Caltrain extension to downtown San Francisco
 - HSR stations
 - Grade separations
 - Passing tracks
 - Maintenance facility

Mr. Baker asked if PTC will work with the existing locomotives. Ms. Fromson said yes.

Mr. Baker asked what kinds of service disruptions there will be during the construction for electrification. Ms. Fromson said staff will have to think through it because there are many options. She said no decisions have been made yet.

Mr. Shaine asked if more thought has been put into how to handle transfers for people traveling from Gilroy to San Francisco. Ms. Fromson said Caltrain can electrify between San Francisco and Tamien but UP owns the tracks south of Tamien and would have to make the decision to electrify; otherwise, passengers may have to make a transfer at some point along the line. She said the diesel trains can still run on the electrified corridor but the EMUs cannot run south of Tamien. She said this project ends at 4th and King and does not include the downtown extension into San Francisco.

Ms. Maez asked what will happen to the diesel equipment when the service switches to electric cars. Ms. Fromson said no set decisions have been made but at this time much of the equipment is tied to a lease and has to be kept in a form of operation for a certain period of time. She said the JPB would like to retire as much diesel equipment as possible but it depends on timing and funding.

Mr. Londer asked if the new cars the JPB bought from Metrolink will be electrified. Ms. Fromson said no, they will be part of the current diesel service and the future mixed fleet.

Mr. Whittemore said most railroads in America will not meet the PTC mandate and it was rushed into law very quickly after the accident in Southern California. He said it does not meet any cost/benefits analyses and in 20 years would have only prevented two collisions. He asked if the JPB's PTC system has been used by anyone else, if costs could be lowered by not meeting the mandate and if the JPB is moving too fast and will experience the cost overruns and growing pains. He asked if Wi-Fi will be included since the conduit and cables are being run anyway. Ms. Fromson said staff is checking to see if the fiber can be used for Wi-Fi. She said staff is working with the Federal Railroad Administration (FRA) to make sure the system will meet their criteria and staff has received positive feedback from the FRA. The FRA believes the PTC system will work. She said General Electric has a train system that is using some of this technology. She said some of the technology is unique for this corridor but the vast majority is being used in other places. She said the carriers in California believe they can meet the deadline for the Federal mandate and Caltrain is on track to meet it. The PTC is a new law but it has been in consideration for a very long time.

Jim Bigelow said Dumbarton Rail would be a good place to move Caltrain diesel locomotives when Caltrain switches to EMUs. He said the Altamont Express, Amtrak, UP and Caltrain will all operate on the same set of tracks and it is an opportunity to test the system. He said the electrified system will demonstrate positive performance and capacity increases and can lead this process. He said this is the right place to be a national demonstration project.

Fiscal Year (FY) 2013 Comprehensive Annual Financial Report (TA Item 11b)

Mr. Shaine suggested the chair report to the Board that the CAC appreciates the comprehensive nature of the report and finds it valuable.

Mr. Londer said comparing the pie charts on page iv, last year \$5.1 million was received in investment earnings and this year only \$2.6 million. Mr. Hurley said interest rates have come down significantly.

Mr. Whittemore said he has several questions that he will submit in writing.

Acceptance of Statement of Revenues and Expenditures for December 2013 (TA Item 5b)

Laurie Simonson asked how a check could be written for the FY2014 Bike and Pedestrian Call for Projects (CFP) if no FY2014 projects have been awarded. Mr. Hurley said the new CFP is for the FY2015 and FY2016 years. He said FY2015 begins July 1, 2014, so the check she is referring to is from the last CFP.

A motion (Baker/Whittemore) to support the acceptance of Statement of Revenues and Expenditures for December 2013 was approved unanimously by roll call.

Approval of Minutes of January 9, 2014 (TA Item 5a)

No discussion.

REPORT OF THE CHAIR – BARBARA ARIETTA

See attachment for Chair Arietta's complete report.

William Warhurst left at 5:59 p.m.

REPORT FROM STAFF – JOE HURLEY

Mr. Hurley said:

- Applications for the Local Shuttle Program CFP are due February 14. This is the joint CFP with City/County Association of Governments and \$7 million is available for FY2015-FY2016.

MEMBER COMMENTS/REQUESTS

Mr. Baker said on February 11 at the San Francisco Planning and Urban Research Association there will be a panel discussion regarding potential tolls for the Downtown Extension Project.

Mr. Baker asked how much interest there was in the Bicycle and Pedestrian Program CFP. Mr. Hurley said it is oversubscribed by almost two times.

Mr. Fox left at 6:06 p.m.

Mr. Shaine said there is a surcharge on the Bay Area Rapid Transit to go to the airport and that is similar to the proposal to add a toll to the downtown extension terminal in San Francisco.

Ms. Simonson said she is encouraged about the Bike Share Program because it appears a lot of people are using bikes.

Ms. Vargas said the Devil's Slide Trail will be opening in March.

Mr. Londer asked when the bike and pedestrian projects will be awarded. Mr. Hurley said a draft program of recommended projects will go to the TA Board in March and will be approved in April.

Mr. Londer said Sustainable San Mateo County is holding a free lunch and meeting on February 27 talking about transportation.

Mr. Whitemore said on February 5 at the San Mateo Police Department there will be a presentation on proposed designs for the US Highway 101/Hillsdale Bike and Pedestrian Overpass. He said on February 6 in the library there will be a talk on the Complete Streets Program. He said the deadline is February 15 for comments on the proposed changes for Route 92 and El Camino Real. Mr. Hurley said this is a modification of the interchange due to the queuing that backs up onto Route 92 for people exiting at El Camino Real. He said this will introduce two signalized intersections on El Camino Real and will eliminate the loop onramp from westbound Route 92 to southbound El Camino Real. He said after comments are received, they will be responded to in the draft environmental document, the final environmental document would be approved in April, and then the parties could advance the project to the design phase if they see fit.

DATE, TIME AND PLACE OF NEXT MEETING

Tuesday, March 4, 2014 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

The meeting adjourned at 6:19 p.m.

From: Barbara Arietta <barietta@hotmail.com>
Sent: Tuesday, February 04, 2014 3:35 PM
To: Averill, Joshua
Subject: CAC Chair's Report - February 4, 2014

For the CAC Chair's Report for February 4, 2014, I have the following:

1. GOOGLE LAUNCHES SECND EXPERIMENTAL FERRY ROUTE:

Google employees living in the East Bay can trade a trip on one of the company's controversial shuttle buses for a ferry ride this week.

The Mountain View tech company started offering free boat rides for workers between Harbor Bay terminal in Alameda and the Port of Redwood City this past Monday.

Launched as a weeklong pilot program, the new service joins a similar catamaran ferry that started linking San Francisco and Redwood City last month. These moves in conjunction with the corporate shuttles being used not only by Google, but also by Apple and other high tech companies have become to be known as a symbol for tech-boom gentrification and a target of protest both in the East Bay and San Francisco. But, my main worry is the potential undermining of future funding for expansion of public ferry service to Redwood City by the use of these "elitist" competing modes of private transportation...not available to the general public.

2. REMINDER - FEBRUARY 22ND - TRANSPORTATION CHOICES AND HEALTHY COMMUNITIES SUMMIT

9:00 a.m. - 5:30 p.m. 450 Bryant Street in Palo Alto, CA....Mission: To promote improved transportation networks and complete communities in Santa Clara and San Mateo counties. The summit aims to foster deep community engagement and meaningful participation in transportation and land use planning. They will be providing training on what's at stake and how to effectively get involved with plans, project and policies, as well as accessible and interactive workshops on best practices.

Register online at : www.transformca.org/SiliconValleySummit2014

Cost: \$20 Feb 1-14. After Feb 14 cost will be \$30. Food and refreshments will be included.

Important News: CAC member Daina Lujan to conduct one of the workshops!

I plan on attending.

3. CALTRAIN APPROVES \$4 MILLION TO BUY USED RAILCARS TO IMPROVE CAPACITY

At the January Peninsula Joint Powers Board meeting, the Caltrain board approved the agency making a [\\$4million offer on 11 surplus rail cars from Metrolink in Los Angeles](#). The cars would ease the capacity problem that Caltrain has been experiencing with recent rapid ridership growth. The purchase would allow Caltrain to add a sixth car to 11 trains, providing 20% more capacity on the crowded trains. The money comes from Caltrain's surplus revenue from recent growth in ridership.

4. TRANSBAY BOARD MEETING OPENS OPTIONS ON GOVERNANCE OF ELECTRIFIED CALTRAIN

At the January Transbay board meeting, Caltrain's Marian Lee, Gabriel Metcalf for the SF Mayor's office, Muni's Ed Reiskin and other directors opened up a far-reaching conversation about how Caltrain will be governed in the age of electrification and the Downtown Extension to Transbay. A consultant walked through [various options](#) for the DTX project to be built and financed, including a public private partnership, where a private entity would toll riders for the tunnel, and use the revenue to help finance the project and maintain it on an ongoing basis. Marian Lee then asked the logical question. If the Downtown Extension tunnel connecting Caltrain to the Transbay Terminal is run by a private company taking a toll for the tunnel, why stop there? Why wouldn't you have a single entity operating Caltrain and DTX? Or one entity running High Speed Rail, Caltrain, and DTX.

To explore the far-reaching consequences of these questions, the board agreed that the discussions would need to include the DTX team, Caltrain, the High Speed Rail Authority, the Metropolitan Transportation Commission, and eventually the rest of 9 regional partners that are contributing funding for Caltrain modernization and the blended system with High Speed Rail. Board discussions about the structure to complete DTX are expected to continue over the next several months.

Respectfully submitted,

Barbara Arietta
Chair, San Mateo County Transportation Authority, CAC