

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

MINUTES OF JUNE 2, 2015

MEMBERS PRESENT: B. Arietta (Chair), D. Bautista, J. Bigelow, J. Fox, R. Hedges, D. Lujan, P. Rosenblatt, S. Scruggs, L. Shaine, L. Simonson, W. Warhurst

MEMBERS ABSENT: R. Hees, J. Londer, P. Young

STAFF PRESENT: J. Averill, S. Bhatnagar, D. Esse, C. Fromson, J. Hurley, A. Maguigad

Chair Barbara Arietta called the meeting to order at 4:35 p.m. and Daina Lujan led the Pledge of Allegiance.

John Fox arrived at 4:36 p.m.

INTRODUCTION OF NEW MEMBERS PHILIP ROSENBLATT, SHAUNDA SCRUGGS, AND PAUL YOUNG

Shaunda Scruggs said she is a resident of Belmont and works for the San Mateo County Health System.

Larry Shaine arrived at 4:37 p.m.

Philip Rosenblatt said he is a resident of Half Moon Bay and former member of the Planning Commission. He said he is a lawyer, used to live in Palo Alto, and has a strong interest in transportation issues.

APPROVAL OF THE MAY 5, 2015 MEETING MINUTES

Motion/Second: Hedges/Bautista

Ayes: Arietta, Bautista, Bigelow, Fox, Hedges, Lujan, Scruggs, Shaine, Warhurst

Absent: Hees, Londer, Simonson, Young

Abstain: Rosenblatt

PUBLIC COMMENT

None.

ITEMS FOR REVIEW – JUNE 4, 2015 TA BOARD MEETING

Presentation on Annual Caltrain Passenger Counts (TA Item 10a)

April Maguigad, Manager, Rail Operations, presented:

- Purpose of the counts is to get a reference from prior years. Data is used for validating the revenue-based ridership estimates.
- Manual counts are taken over five weekdays and one weekend.
- Average Weekday Ridership was 58,245, a 10.7 percent increase over last year.
- Growth has occurred on both peak hours and midday.
- All stations except College Park have increased ridership.

- The top 10 stations for weekly boardings have not changed; San Francisco is first and Palo Alto is second.
- All counties saw increases in ridership.
- Gilroy ridership has grown for the third consecutive year; it is up 13 riders per day over last year.
- Growth is on all train types, not just Bullets. Limited and local trains grew at a higher rate than Bullets.
- Forty percent of Bullets will have six-car trains starting on May 11.
- The last service change in October 2014 added five stops at 22nd Street for limited-stop trains.
- Average trip length is 28 miles for Bullets; weekday system-wide it is 22.7 miles.
- Average weekday bike ridership is up 5.7 percent.
- Bikes denied boarding numbers were up.
- Saturday ridership grew significantly. Sunday ridership decreased.
- Ridership is at an all-time high and has increased 71 percent since 2010.
- Southbound commute is getting strong.
- Next steps:
 - Budgets have been drafted to meet ridership demand.
 - Increasing capacity is essential to continue ridership/revenue growth.
 - Staff will continue to develop ridership data to help develop a schedule pattern for post-electrification.

Mr. Shaine asked how the weekend counts link with the new 49ers stadium.

Ms. Maguigad said counts are not scheduled when special events are going on.

Mr. Shaine said the reverse commute is growing and it is probably one of the highest in the country. Ms. Maguigad said she agrees.

Mr. Shaine asked if Broadway Caltrain Station is closing on weekdays from now on.

Ms. Maguigad said the electrification plan may look at the possibility of opening both Broadway and Atherton for weekday service.

Rich Hedges asked what the farebox return versus the cost is. Don Esse, Senior Operations Financial Analyst, said the farebox recovery rate has gone up to close to 60 percent.

Mr. Fox said if there was more service there would be more ridership and modeling should be done to estimate how that would look.

William Warhurst asked if staff could supplement ridership counts with financial information to take into account special events and other considerations for the use of the system. Ms. Maguigad said average weekly ridership data is based on ticket information.

Laurie Simonson arrived at 5:03 p.m.

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

Casey Fromson, Government Relations Officer, presented:

- Key Regional Benefits:
 - Decreases greenhouse gases, daily traffic congestion, engine noise
 - Improvements in clean air quality and increases in daily ridership, improved frequency and quicker trips
- Peninsula Corridor Electrification Project (PCEP) Service Benefits
 - Today
 - There are five trains that carry 5,100 passengers per hour per direction
 - A Baby Bullet train takes 60 minutes and makes six stops between San Francisco and San Jose
 - After PCEP
 - There will be six trains that carry 6,300 passengers per hour per direction
 - A Baby Bullet train could take 45 minutes to travel from San Francisco to San Jose, or at 60 minutes could make 13 stops
- Timeline for 2020 Revenue Service
 - Design Build contractors were prequalified summer 2014
 - The Request for Proposals (RFP) has been issued
 - The Design Build contract will be awarded in fall 2015
 - The Electric Multiple Unit (EMU) RFP will be issued in July
 - The EMU contract will be awarded winter 2015
- Request for Information from Car Builders – summer 2014
 - To maximize seats would require bi-level vehicles
 - Use currently available makes of cars, which are service-proven and saves costs and time
 - Comply with U.S. regulations
 - Two double doors per car at 22 inches to 25 inches
- Recommended EMU
 - Two double doors located at 25 inches
 - One to two steps up from platform
 - Americans with Disabilities Act (ADA) passengers and bikes located at 25-inch level
 - ADA would use mini highs and wayside lifts
 - Similar to today's Bombardier cars
- Level Boarding (Beyond Electrification) is Important for
 - Safety enhancements
 - Operating efficiencies
 - Passenger convenience
 - ADA compliance
- Level Boarding Challenges
 - Lengthy construction period with revenue service
 - California Public Utilities Commission waiver needed for freight corridor
 - Tenants with different boarding heights
 - Station area impacts (e.g. ramps, circulation)

- Request for EMU Modification
 - California High-speed Rail Authority (CHSRA) vehicles will require high door boarding
 - Caltrain EMUs may be modified to support high door boarding
 - Enables common platforms in future
 - Provides system operational flexibility
- Explore Modification Options
 - December 2014 to May 2015
 - Car builder interviews
 - Technical analysis
 - Caltrain operational assessment
 - May 2015 – July 2015
 - Policy discussion/decisions
 - Updates to Boards and stakeholders
- Car Builder Interviews
 - Seven car builders participated and proposed
 - Cars with more doors – possible seat loss
 - Cars with traps – possible reliability concerns
 - Could redesign existing vehicles to save money and time
- Analysis
 - Two modification options
 - Two timeframes
 - 2020 electrified service without high-speed rail (HSR)
 - Future blended service with HSR
 - Focus areas
 - Boarding for passengers with and without bikes, ADA
 - Passenger circulation within the cars
 - Operational challenges
- Terminology
 - Caltrain EMU floor above top of rail (ATOR): 22 inches to 25 inches
 - CHSRA floor ATOR: 48 inches to 51 inches
 - Current platforms ATOR: eight inches
- Timeframe: 2020 Electrified Service
 - Modification A – Cars with more doors
 - Two double doors at 25-inch and 50-inch height for a total of four double doors
 - Passengers and bikes use 25-inch doors with one to two steps
 - ADA location to be determined
 - Modification B – Cars with traps
 - Two single doors with traps, two single doors with no traps, all doors to 50-inch floor. Single door access means longer dwell time
 - Passengers and bikes would use the two single doors with traps and step up three to five steps
 - ADA location at 50-inch level
- Timeframe: Future Blended System with Level Boarding
 - Scenario 1
 - Shared platforms at two to three CHSRA/Caltrain stations
 - Shared platforms at 50-inch height

- Caltrain stations have level boarding at 25 inches
- Modification A – Cars with more doors
 - Continue using both doors
 - Seats cannot be restored
 - Interior lift needed for ADA
 - Potential mitigation by car reconfiguration
- Modification B – Cars with traps
 - Continue using traps
 - Interior circulation challenges
- Scenario 2
 - Shared platforms at all 27 stations at 50 inches
 - Modification A – Cars with more doors
 - Seal low doors and use high doors only
 - Interior reconfiguration/restore seats
 - Bike circulation and storage challenge
 - Interior lift needed for ADA
 - Potential mitigation by car reconfiguration
 - Modification B – Cars with traps
 - Seal traps
 - Single door (dwell impacts)
 - Bike circulation and storage challenge
- Potential Path Forward – Framework
 - Blended system partnership
 - Blended system is not yet defined
 - Early Investment Program
 - Need to make EMU design decision now to not preclude common platforms with CHSRA in the future
- Potential Path Forward – Cars with More Doors Option
 - Challenges
 - Seat loss/passenger circulation inside car
 - Short-term solution
 - Design car with two sets of doors
 - Keep high doors sealed/use low doors
 - Car configured similar to original EMUs
 - Request CHSRA to fund modification costs
 - Future blended system
 - Evaluate use of high doors
 - Associated car interior reconfiguration
- Future Blended Service
 - Additional work needed
 - Community planning/environmental review
 - Blended system definition
- Next Steps
 - June
 - Seats/bikes/bathroom balance
 - July Board action
 - Release EMU RFP
 - Updated funding plan/CHSRA additional funding commitment

Mr. Fox said reconfiguring platforms was not in the presentation. Ms. Fromson said it is easier to make modifications that don't preclude other efforts on the cars than on the stations. Environmental work would need to be done to make platform changes, which means it would take community buy-in, and there is no funding in place for station modifications.

Chair Arietta asked if it is possible to put temporary seats in front of the sealed doors. Ms. Fromson said yes, that is what staff is thinking.

Ms. Simonson asked if doors can change in height. Ms. Fromson said the car builders gave the two options, which are doors with traps or more doors. She said the internal configuration of the car makes redesigning the height of the doors challenging.

Mr. Bigelow said Caltrain cleared electrification. CHSRA is going to have to clear coming onto the Caltrain corridor, and the cars have to be ordered sooner than CHSRA will have a decision of what their cars will look like. He asked what the CHSRA timeline is for starting service. Ms. Fromson said Caltrain will have electrification done in 2020. CHSRA is going to be on the corridor by 2029. CHSRA will try to accelerate their timeframe and could be in service as soon as 2024, but there are many steps yet to take. Staff does not want to preclude their vision.

Mr. Bigelow said Caltrain has to order EMUs soon in order to have cars ready for 2020.

Mr. Shaine asked what will happen with the Gilroy extension. Mr. Fromson said Union Pacific owns the tracks south of San Jose Tamien Caltrain Station and they do not want to electrify their tracks, so diesel trains will be run on those tracks.

Mr. Fox asked if there would not be continuous service from San Francisco to Gilroy. Ms. Fromson said diesel trains could still run from San Francisco to Gilroy. In the future when the entire fleet is electrified, passengers would need to transfer to a diesel train to get to Gilroy.

Authorize Conditional Allocation of \$1.5 Million in New Measure A Highway Supplemental Roadway Projects Funds to the City of San Carlos for the Design Phase of the U.S. 101/Holly Interchange Project (TA Item 5c)

Joe Hurley, Director, Transportation Authority Program, said the design money was conditioned on the environmental approval. The city of San Carlos is anticipating approval in the middle of June, and since the TA is not having a July Board meeting, staff is requesting the Board to approve this upon environmental clearance.

Motion/Second: Hedges/Lujan

Ayes: Arietta, Bautista, Bigelow, Fox, Hedges, Lujan, Rosenblatt, Shaine, Simonson, Warhurst

Absent: Hees, Londer, Young

Abstain: Scruggs

Acceptance of Statement of Revenues and Expenditures for April 2015 (TA Item 5b)

Motion/Second: Hedges/Lujan

Ayes: Arietta, Bautista, Bigelow, Fox, Hedges, Lujan, Rosenblatt, Shaine, Simonson, Warhurst

Absent: Hees, Londer, Young

Abstain: Scruggs

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

Shweta Bhatnagar, Government Affairs Officer, provided the following update:

State

On May 14 the governor released a May revised budget. The update includes minimal changes to the State's traditional transportation funding sources. It does not include any new options for funding highway maintenance, but the Administration is working with the Legislature on its proposal to put together a funding package. The May revision updates the Administration's plan for spending the Cap and Trade revenues. It wants to direct funding to mass transportation-eligible programs, including the Low-carbon Transit Operations Program, Transit and Intercity Rail Capital Program, and Affordable Housing and Sustainable Communities Program.

Federal

Ms. Bhatnagar said on May 26, the president signed the Highway Transportation Funding Act of 2015, which provides a two-month extension for the Highway Trust Fund. The previous extension expired on May 31. The new extension does not carry any additional funding since the Highway Trust Fund has enough funds to continue its obligations until the end of July. This is the 33rd temporary fix for road funding since 2008. Congress has until July 31 to pass a long-term solution.

Ms. Simonson asked if there will be another stopgap measure and what the long-term solution is. Ms. Bhatnagar said a senator is pushing for a six-year bill, but she guesses there will be further extensions at the current funding levels.

Capital Projects Quarterly Status Report – 3rd Quarter Fiscal Year 2015 (TA Item 12b)

Mr. Hurley said this is a quarterly report that gives the status of the capital projects that the TA has funded. A stoplight measurement is used that provides an indication of where the project is in terms of scope, schedule, budget, and funding. Eleven new projects were brought online and moved from a level 1 reporting to a level 2 reporting, which is more in depth.

Ms. Bautista left at 5:51 p.m.

Approval of Minutes of May 7, 2015 (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 the ramp metering on the Highway 101 corridor north of Route 92 went online in early May. It is being monitored and adjusted to maximize the efficiency of the corridor.

MEMBER COMMENTS/REQUESTS

Mr. Hedges said he sits on a committee evaluating the Bay Area 2040 Plan, and they are discussing lowering fatalities on the freeways. He suggested changing the speed limit to 55 miles per hour and stopping right turns on red lights in congested areas.

Mr. Rosenblatt said he would like to know what is being done between the San Mateo County Transit District and the Connect the Coastside Program. Mr. Hurley said staff is participating in the efforts to assess the transportation needs, a build-out scenario, and the infrastructure necessary to support that build-out. The program is not currently funded through Measure A, but the implementation of concepts that are developed through the program could be in the future.

Mr. Fox left at 6:11 p.m.

Mr. Bigelow said the Dumbarton Policy Advisory Committee was terminated. This is because the Alameda County Transportation Commission is not willing to commit one dollar to the Dumbarton Rail Project because they have other priorities. Elected officials will continue to look for funding, possibly through Regional Measure 3.

Ms. Simonson said she is happy to see the Bay Area Bike Share Program is continuing and it would be a greater success if there was more infrastructure and more bikes on the Peninsula. Density in population and density in bikes is what is needed for the program to work.

DATE, TIME AND PLACE OF NEXT MEETING

Tuesday, August 4, 2015 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

Adjourned at 6:22 p.m.

Averill, Joshua

From: Barbara Arietta <barietta@hotmail.com>
Sent: Friday, June 12, 2015 11:31 AM
To: Averill, Joshua
Subject: ****CAC Chair's Report 6/2/2015****

LONG TERM CAC MEMBER JAMES WHITTEMORE HAS RESIGNED

1. I have received highly disappointing news from our CAC member, James Whittemore, that his recent corneal transplant operation had failed. Fortunately, he was able to receive a new corneal transplant last week and he is on his way to recovery...hoping for complete vision by the end of this month.

Adding to the fact that Jim has also just purchased a new home in Corvallis, Oregon and was planning to move there this summer for his retirement, he has regrettably announced that he must immediately resign from our CAC. He will no longer be able to attend our meetings as a CAC member, but has promised to drop by later this summer or fall to say hello.

As you all know, Jim was an extremely diligent CAC member who immersed himself in every aspect of the position during the five years that he was with the CAC. He made it a point to personally visit many, if not all, of our Capital Projects throughout the county to make himself aware of just what was happening with each. And, as far as his accounting acumen, as many can attest, Jim was an experienced professional who became an astute commentator on the Transportation Authority's financial reports.

And, so it is with great sadness to see Jim go. He was a very talented member of our CAC whose departure adds to the continuing diminishment of the institutional knowledge of the CAC, as our long term members of the committee continue to move on.

Jim has asked that anyone who wants to contact him to either email him at synchro1@gmail.com or contact him on Facebook. He said that he truly enjoyed the time that he spent with all of us on the CAC.

At Thursday's Executive Board meeting, the Executive Board's Nominating Committee shall appoint Olma O'Neill to take Jim's seat on the CAC.

HIGH SPEED RAIL PROPONENT QUENTIN KOPP DESCRIBES CURRENT PLAN AS "LOW SPEED RAIL"

2. In a recent news report, former judge and elder statesman, Quentin Kopp, who is a high speed rail proponent has recently described the current plan as "low speed rail". Kopp stated that true "high speed rail" runs on a dedicated track and does not share the tracks with any other rail transportation. Kopp cites that the inclusion of Amtrak and other slower trains on shared tracks with high speed rail between San Francisco and Los Angeles will not make this venture financially secure and will only make the project "low speed rail".

In order to be financially secure, Kopp states that 10-20 high speed trains need to run per hour. But, as it now appears there would only be two to four trains running per hour and slower trains could use the tracks between times. He stated that in Japan high speed rail trains run every 10 minutes.

Kopp also expressed doubts about the environmental impact report which was at first validated, but then appealed, with the original validation then being reversed. Kopp says lawsuits about high speed rail's environmental impact validation will most likely happen in October or November of this year.

There are also the 15 other lawsuits pending against eminent domain.

Two additional factors adding to this, according to Kopp, include the 2013 passage of a bill that prohibits any new means of transportation on the Peninsula and the fact, again according to Kopp, that Lt. Governor Gavin Newsom, who is likely to be the next Governor, and who initially supported the project, is now against it.

But according to other experts on high speed rail, speed alone isn't important...so is safety, low emissions, passenger comfort and running on time.

Respectfully submitted,

BARBARA ARIETTA
Chair, San Mateo County Transportation Authority, CAC