

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY (TA)
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070**

MINUTES OF MARCH 3, 2011

MEMBERS PRESENT: R. Foust (Chair), C. Groom, D. Horsley, J. Lee, K. Matsumoto, T. Nagel

MEMBERS ABSENT: J. Vreeland

STAFF PRESENT: J. Cassman, M. Choy, G. Harrington, C. Harvey, R. Haskin, J. Hurley, R. Lake, M. Lee, M. Martinez, N. McKenna, D. Miller, S. Murphy, M. Scanlon, M. Simon

SWEARING IN OF MEMBERS

Director Karyl Matsumoto (representing SamTrans) was administered the oath of office.

Chair Rosanne Foust called the meeting to order at 5:07 p.m. and Director Don Horsley led the Pledge of Allegiance.

CONSENT CALENDAR

- a. Approval of Minutes of February 3, 2011
- b. Acceptance of Statement of Revenues and Expenditures for January 2011

The Board approved the consent calendar unanimously (Nagel/Horsley).

PUBLIC COMMENT

None

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Chair Barbara Arietta presented details of the March 1, 2011 meeting:

- Received a presentation on Phase II of the new Measure A Highway Plan.
- Supported the authorization to convey property to the city of San Mateo.
- Received the Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2011.
- Received an update on the Belmont Bicycle/Pedestrian Overcrossing Project, the TA's call for bicycle and pedestrian projects and the first phase of the Marsh-to-Embarcadero Auxiliary Lane Project.
- A public member said the county's new bicycle and pedestrian plan does not include any bike lanes through a section of Middlefield Road that runs through North Fair Oaks.

Director Matsumoto said she sits on the City/County Association of Governments (C/CAG) Bicycle and Pedestrian Advisory Committee and said this issue will be addressed by the committee.

CHAIRPERSON'S REPORT – ROSANNE FOUST

- The TA's Strategic Plan Implementation subcommittee (Directors John Lee, Terry Nagel and herself) met prior to the Board meeting and reviewed the Highway Plan previewed by the CAC. Adoption of the final Highway Plan is scheduled for the June TA Board meeting.
- TA CAC recruitment will begin for five seats on March 7. The application will be on the TA website, applications are due April 11 and appointment of CAC members will be made at the May 5 TA Board meeting.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

The report for February 9, 2011 is in the agenda packet.

JOINT POWERS BOARD REPORT (JPB)

Executive Director Michael Scanlon reported on the meeting of March 3, 2011:

- A public hearing was held to consider possible service suspensions, station closures and fare increases due to Caltrain's financial crisis. Seventy-eight public speakers represented a cross section of the communities along the Caltrain corridor. The TA was represented by Directors Lee and Nagel and Director Matsumoto was an observer for SamTrans. Barbara Arietta and Pat Dixon represented the TA CAC. Staff will review all comments in discussions on proposed changes.
- The Board declared a fiscal emergency follow a public hearing.
- The regular public comment period included comments from members of the Teamsters Union employed by the Parking Company of American who serve Caltrain under a contract but have no connection to Caltrain on negotiations or benefits.
- The Metropolitan Transportation Commission (MTC) liaison report was give by SamTrans Director Adrienne Tissier, newly named chair of the MTC. The MTC is engaged in trying to solve Caltrain's short-term problems and in finding long-term solutions.
- Received a report from the JPB CAC.
- Commended JPB partners for their efforts to find solutions to Caltrain's financial crisis. MTC Director Steve Heminger, Santa Clara Valley Transportation Authority (VTA) General Manager Michael Burns and San Francisco Municipal Transportation Agency Executive Director Nathaniel Ford and staff are fully engaged in finding solutions for Caltrain and working through about 100 ideas advanced for possible solutions.
- January and year-to-date performance statistics remain impressive particularly considering the January fare increase.
- Clipper is available on Caltrain and paper 8-ride tickets or Monthly passes are no longer available. The transition to Clipper is a work in progress and staff is working with the MTC, Amtrak personnel and Cubic during the transition.
- The next meeting of the Bicycle Advisory Committee is scheduled for March 17. Staff will present the plan for converting all Gallery sets to have two bike cars, which is a commitment made a few months ago.
- Reported on High Speed Rail (HSR) and how Caltrain is working with San Mateo County city managers in a model that may be expandable to Santa Clara and San Francisco counties if needed. Congresswoman Anna Eshoo called a meeting with seven members of the local congressional delegation, the U.S. Department of Transportation undersecretary and the number two person in the Federal Railroad Administration to meet with California High Speed Rail Authority (CHSRA) Chief Executive Officer Roelof van Ark and Mr. Scanlon. The CHSRA announced today it is taking a phased approach to development along the

Peninsula that could assist hopefully in electrifying Caltrain and installing a signal system that allows CHSRA to have some throughput and an initial operating segment.

- Recognized Deputy CEO Gigi Harrington and Executive Officer, Planning and Development Marian Lee for assuming many responsibilities regarding HSR and Executive Officer, Public Affairs Mark Simon and Manager, Community Relations Todd McIntyre for outreach.
- Distributed the monthly Safety and Security Report. There were a total of four fatalities in January and February.
- The Board:
 - a. Accepted the Statement of Revenues and Expenses for January 2011.
 - b. Received a State and Federal legislative update.
 - c. Received the Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2011.

Director Nagel said information she received on CHSRA's new statements indicate that even with a phased approach, the plan is for a full-build meaning a four-track plan. Mr. Scanlon said his understanding is that under State law that passed Proposition 1A and provided the \$9.95 billion, it is CHSRA's contention they have to do an Environmental Impact Report (EIR) for a full build-out of the system. Mr. Scanlon said that with the right robust signal system and electrification, Caltrain's needs could be accommodated and probably CHSRA's needs for a generation and then high-speed rail would be built out incrementally as needed. It would be built out over time and demand driven. The State attorney general's staff said CHSRA needs to clear the project environmentally.

Legal Counsel David Miller advised that staff has suggested the "Scanlon phased implementation plan" to CHSRA as one that can be reconciled with CHSRA's view that it needs to prepare a complete Environmental Impact Report (EIR) in order to satisfy Proposition 1A. One approach staff has offered is for the CHSRA to prepare a tiered EIR. This is a concept that has surfaced in connection with the Caltrain electrification project. It would allow an initial phase of work (first tier) to move forward without preordaining implementation of later phases as later phases would require preparation of supplemental environmental documents.

Director Nagel said people along the Caltrain corridor are worried about a humongous four-track plan locked into an EIR and sitting on a shelf for however many years it takes to fund this project. That will have a chilling affect on real estate and all the development issues in our cities.

Chair Foust said everyone on the TA Board is following the issue of Caltrain's future very closely because of how it impacts the collective community. She received a call from a reporter about the impact of this on transit-oriented development (TOD). She highlighted the development near the Hayward Park Caltrain Station but said the Caltrain issue is not just about TOD; it is about the health and economic well-being of all the communities along the Caltrain corridor, not just one piece.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- The auxiliary lane project between Marsh Road in Menlo Park and University Avenue in East Palo Alto will include construction of an overpass near the current Ringwood pedestrian overpass. The project was advertised on February 22 and bid opening is scheduled for April 13. A good bid process could mean construction could begin in early summer.

- The TA and C/CAG announced a joint call for projects for the county's Pedestrian & Bicycle Program, beginning Monday, February 14. Application materials are on the TA website. There will be an application workshop on March 8 from 10 a.m. to noon in the San Carlos library. Applications are due March 17.

FINANCE

Authorization to Convey Property to the City of San Mateo

Manager, Real Estate and Property Development Brian Fitzpatrick said this property was required for the Third Avenue (San Mateo) to Millbrae Avenue (Millbrae) widening project because the Monte Diablo overcrossing in San Mateo had to be reconfigured. Staff recommends the property acquisition for the project be transferred to the city of San Mateo.

A motion (Lee/Groom) to authorize the conveyance was approved.

PROGRAM

Program Report: Transit – Dumbarton Rail Corridor (DRC)

Marian Lee reported:

- Dumbarton Rail will be a new commuter service using the Dumbarton Rail Bridge to bring people from the East Bay to access jobs along the Peninsula.
- The Dumbarton Policy Advisory Committee includes the MTC, Alameda County Transportation Commission, the TA, the VTA and Capitol Corridor. The TA is the project sponsor and asked the JPB to manage the project.
- A recent technical study looked at rescoping the project and an action plan has been organized to move forward with the environmental document.
- Fourteen bus and rail alternatives were evaluated to be included in the environmental document. One bus alternative has been selected, which is required by the National Environmental Policy Act guidelines. The alternative must be low cost and run on the Dumbarton auto bridge. Average weekday ridership projections are 7,500 to 9,400, capital cost range from \$43 million to \$63 million and operating costs from \$14 million to \$15 million.
- Three rail alternatives project average weekday ridership from 8,600 to 14,400, capital costs from \$700 million to \$820 million and operating costs from \$7 million to \$16 million. These ridership projections could double if land use densities were increased around stations.

Chair Foust asked how ridership numbers are calculated. Ms. Lee said the ridership number travel forecast model takes land use projections, which are the jobs and the households out to 2035, and layers on the traffic conditions of the region including the congestion levels on the freeways and then layers on the transportation service that is to be evaluated. The model has been programmed to identify rider's behavior and the computer model will then report projected ridership for the project.

Director Carole Groom asked what East Bay cities are feeding into the bus alternative. Ms. Lee said Union City and Fremont and adjacent cities and beyond.

Director Groom asked if the Altamont Commuter Express route from Stockton would be involved or have its own south route. Mr. Scanlon said it could but probably wouldn't.

Deputy CEO Chuck Harvey said it doesn't share the corridor where the DRC would be.

Director Matsumoto asked if land use and job centers referenced TODs. Ms. Lee said development would occur around five stations associated with the DRC.

Director Matsumoto said she was befuddled with so many projects competing with the corridor including the Grand Boulevard TODs and VTA doing BART.

Director Groom asked how the VTA's plan to ring the Bay with BART would play into this project. Mr. Scanlon said there are no plans for BART between Millbrae and the Santa Clara Caltrain Station. A rider could ring the Bay on rail but would have to transfer from BART to Caltrain to access the Peninsula.

Ms. Lee said two bookends of the DRC project are Union City on the East Bay side and the Redwood City on the Peninsula. The project connects to BART on the East Bay side and Caltrain on the Peninsula. There are three stations on the approaches to the bridge: an existing station in Fremont called Centerville, a new one in Newark at the Willow Street station and a new one in Menlo Park called the Willow Road station.

Director Nagel said it appears buses are a lot cheaper when ridership is compared to capital costs and asked why buses wouldn't be a better choice than trains. Ms. Lee said buses pick up a lot of the local trips. The rail option picks up more transbay riders and new transit riders.

Director Horsley asked if the DRC project was an electrified system. Ms. Lee said this project is not scoped as an electrified project due to freight owned right of way in the East Bay which is not planned to be electrified.

Chair Foust asked if there is private bus service between the East Bay and Peninsula job centers. Mr. Harvey said Genentech and Google run their own fleets of buses on the Dumbarton auto bridge.

Chair Foust asked when these studies might end so the focus can be on funding Caltrain. Mr. Scanlon said from a policy standpoint, the project will be taken through the EIR and Environmental Impact Statement (EIS) and the document should stand the test of time. The MTC will be addressing this question at its March 29 meeting.

Director Groom asked what the EIR would cost. Ms. Lee said a little more than \$1 million.

Director Groom said this money could be used for more worthwhile projects.

Ms. Lee continued with the presentation:

- Project operating costs are \$7 million to \$16 million with \$5.5 million a year from Regional Measure 2 funding. It's a 35-year program totaling about \$200 million for operating costs.
- A two-tiered funding approach was developed with assistance from the Federal Transit Administration (FTA) in order to move forward with the EIR/EIS. Release of the draft document requires only possible funding sources. The final draft release requires a

reasonable funding source. Funding opportunities may be available from the Alameda County Sales Tax Renewal and future bridge tolls.

- The Policy Advisory Committee agreed that the EIR/EIS should be completed to figure out next steps and to complete 15 percent engineering.
- The FTA expects the draft EIR/EIS in summer 2011 with a draft to the public in fall 2011.
- The EIR/EIS can be finalized in fall 2012 only with a solid funding plan requiring regional support.

Jim Bigelow, Redwood City/San Mateo County and Menlo Park Chambers of Commerce, said the original Measure A was torpedoed in 1986 over the DRC and the relationship to BART. A compromise was made in 1988 and the DRC was key to getting the 20-year measure passed. It is now time to resolve whether there are fatal environmental flaws in the project; completion of the environmental document will provide the answer.

Director Nagel said a solid funding plan is required in order to finalize the EIR/EIS and it appears to be an unrealistic expectation. She asked why spend \$1 million on the EIR/EIS if it can't be finished.

Ms. Lee said there is a Plan B if a funding plan is not possible. The EIR and EIS would be split so at least the EIR could be certified, which doesn't need a solid funding plan. This achieves the goal to find out whether there are fatal environmental flaws in the project.

Update on the State and Federal Legislative Program

Government Affairs Manager Seamus Murphy reported:

State

- There is optimism the Legislature will pass a budget before March 10, which is when the governor's emergency session ends. That budget will include the gas tax swap fix that has cleared both chambers and has some bipartisan support. The sticking points will be the revenue measures that are proposed to go on the June ballot. All but five Republicans have signed a pledge not to put any proposed tax increases on the June ballot. Three of those members are in the Senate and two are in the Assembly, and Democrats need two Republican votes in each chamber to pass a budget.

Federal

- There is no agreement on the final 2011 Appropriations Bill. A short-term extension has been passed for spending at FY2010 levels through March 18 to avert a government shutdown. The extension includes \$4 billion in cuts, but the reductions in transportation investments do not affect critical programs since they come largely through the elimination of earmarked funding approved for specific projects in 2010.
- House Republicans are still fighting for the \$61 billion in cuts that were included in the overall 2011 appropriations measure they passed two weeks ago. Those cuts are problematic since they would eliminate the HSR Program, Positive Train Control funding and any unobligated American Recovery and Reinvestment Act (ARRA) funds.
- The Florida governor rejected \$2.4 billion in combined ARRA and HSR funds. Two Florida state senators filed a petition asking the Florida Supreme Court to order the governor to accept the funds. U.S. Secretary of Transportation Ray LaHood could extend his March 4 deadline if he determines the court is seriously deliberating the petition. Otherwise, the funds

would be returned to the Department of Transportation and reallocated to other HSR and intercity rail projects. The Bay Area congressional delegation has written to Secretary LaHood asking that some of those funds be directed to Caltrain's Communications Based Overlay Signal System (CBOSS).

Director Horsley asked for an explanation of CBOSS. Mr. Murphy said it is a positive train control system mandated after the Metrolink crash and allows trains to run closer together and to start and stop more efficiently. The key component of the CBOSS project is the positive train control element. It is a GPS-based signaling system that prevents trains from running into each other even when there is operator error.

Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2011

Director of TA Program Joe Hurley asked if there were any questions and said the report is available in the agenda packet.

REQUESTS FROM THE AUTHORITY

Director Nagel said C/CAG will be updating the Transportation Plan for the county, which has not been done since 2001. She said this is a perfect opportunity to come together on a comprehensive plan with all the transit issues the county is facing.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

None

REPORT OF LEGAL COUNSEL

No report

DATE AND PLACE OF NEXT MEETING

The next meeting is scheduled for Thursday, April 7, 2011 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070.

Adjourned 6:28 p.m.