

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

MINUTES OF NOVEMBER 1, 2012

MEMBERS PRESENT: K. Foust, C. Groom, D. Horsley, K. Matsumoto, N. Patridge,
S. Richardson

MEMBERS ABSENT: T. Nagel

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

Chair Carole Groom called the meeting to order at 5:01 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

CAC Chair Barbara Arietta reported on the October 30, 2012 meeting:

- The CAC reviewed the TA Board of Directors meeting agenda and supported all items.
- A taskforce of elected officials has been put together to help plan the High Speed Rail blended system. They will hold public meetings to exchange ideas about modernization.
- The Active San Mateo County Conference was held in October and focused on walkable/ bikeable urban corridors and the perspectives of local experts on health, transportation, and planning including the Complete Streets concept and the future of San Mateo County parks and recreation.
- The Burlingame City Council approved pursuing funding for grade separations at Broadway Avenue.
- The Metropolitan Transportation Commission is accepting grant applications until December 14 from San Mateo County cities that meet criteria for bike and pedestrian project funding and include a complete streets concept and a housing element.
- The CAC changed the date of the January CAC meeting to Wednesday, January 2, 2013.

CONSENT CALENDAR

- a. Approval of Minutes of October 4, 2012
- b. Acceptance of Statement of Revenues and Expenditures for Fiscal Year Ending June 2012 (unaudited)
- c. Acceptance of Statement and Revenues and Expenditures for September 2012
- d. Adoption of Revised Conflict of Interest Code
- e. Approval of 2013 Board of Directors Meeting Calendar

- f. Authorize Amendment to On-Call Transportation Planning and Program Support Contract with CDM Smith, Inc., Fehr & Peers, and HNTB Corporation by an Estimated Aggregate Not-to-Exceed Amount by \$675,000 from \$2,250,000 to \$2,925,000

A motion (Foust/Richardson) to approve the Consent Calendar was approved unanimously.

PUBLIC COMMENT

None

FEATURE PRESENTATION: BAYSHORE INTERMODAL STATION ACCESS STUDY

Manager, Planning and Monitoring Melanie Choy said this study was led by the San Francisco County Transportation Authority (SFCTA). Its focus was to evaluate and better integrate land-use plans with transportation services in the area and was adopted earlier this year by the SFCTA Board. SFCTA Principal Transportation Planner Chester Fung presented:

- The Caltrain Bayshore Station is in Brisbane at the northern edge of San Mateo County and the southern edge of San Francisco County.
- This is an opportunity to transform vacant and former industrial land into new neighborhoods, housing, and job sites, and to transform the Caltrain Bayshore Station into an intermodal hub for the area. Cross-jurisdictional cooperation will be required.
- The plan includes adding intermodal access including an east/west Bus Rapid Transit (BRT) line connecting Candlestick Point to the Balboa Park Bay Area Rapid Transit Station.
- The Baylands is the largest piece of land slated for consideration and is adjacent to the existing station. Many land-use decisions have yet to be made that would affect the ultimate design of the station, but the study shows potential developer land use that includes additional housing and potential community land use, which proposes business and office development for employment growth only.
- Three alternatives were developed but one was discarded. Alternative One keeps the station in its current northerly location and includes the Caltrain platforms and the proposed BRT lines. Alternative Two extends the station and pulls it farther south into the area where the Baylands development is expected to occur, and would change the routing of the BRT line.
- The evaluation criteria included ridership maximization, non-motorized access, and intermodal connectivity.
- Based on the land-use scenarios, Alternative Two would provide more potential residents within walking distance of the station; the community alternative would provide more employment opportunities within walking distance of the station.
- The study examines suggestions about infrastructure to best support a variety of transportation modes including shuttles, BRT routes, and light rail.
- To make the station a vibrant, successful place, especially after business hours, land development should include nearby housing.
- The costs for station elements are estimated to be in the \$50 million-\$60 million. Related projects, including the BRT, light rail, Geneva Avenue extension, and

bike and pedestrian projects, are estimated to be in the \$300 million-\$400 million. SFCTA says it has multiple sources of funding and will look for public and private contributions.

- The next steps include conducting an environmental review, selecting the preferred land use, refining, finalizing, and circulating the design and development plans, developing individual interim projects such as the BRT, gathering funds, and continuing interagency coordination.

Director Karyl Matsumoto asked how light rail would fit into the project. Mr. Fung said the light rail on Bayshore Boulevard/Third Street currently ends at Sunnydale Avenue, so it would be ideal to extend and connect it to the Caltrain Bayshore Station.

Director Sepi Richardson said the Brisbane General Plan does not allow for housing at this time, so the plans have a lot of mixed-use development to increase employment. She asked how much housing the study estimates could be included in the area if the General Plan changes. Mr. Fung said the Candlestick Point and Hunters Point Shipyard areas represent about 10,000 new housing units, Executive Park includes another 200, Schlage Lock could have 200 units, and the developer alternative for the Baylands area proposes 4,400 new housing units.

Director Richardson said Bayshore Boulevard is the only road in that area, and asked how the access will be changed. Mr. Fung said Geneva Avenue would be extended to Highway 101 and connected to the interchange at Candlestick Point.

Director Richardson asked how High Speed Rail (HSR) and the potential maintenance yard fits into the plan. Mr. Fung said the HSR will share the existing tracks and the alternatives were developed with that assumption, so there is no need to widen the existing track lines. Ms. Choy said HSR needs to reassess what the maintenance facility needs are.

Director Richardson said since the station is in Brisbane it should be called Brisbane Station.

Director Naomi Patridge said the residents of Brisbane want transportation opportunities for employees and not for residents. The community land-use plan shows this transportation more for employees than for residents, but the developer land-use plan has the transportation more for residents than for employees. She asked if the planning will go forward even if Brisbane cannot change the General Plan to include housing. Mr. Fung said the designs and alternatives will be revisited when there is clarity about the land-use options around the station.

Director Richardson said Brisbane residents do want transportation, but the General Plan does not allow it. The residents want to create jobs which will require transportation. Director Patridge said it is not clear if Brisbane residents want transportation to go into their city for resident's use or if it is intended just for employees.

CHAIRPERSON'S REPORT – CAROLE GROOM

No report.

SAMTRANS LIAISON REPORT – OCTOBER 10, 2012 – KARYL MATSUMOTO

Director Don Horsley asked what equipment has been installed on buses that make them heavier. Executive Director Michael Scanlon said weight is added by wheelchair lifts and other equipment that meet Federal requirements under the Americans with Disabilities Act and environmental agencies.

Director Horsley asked which fixed-route trips are being considered for elimination. Deputy CEO Chuck Harvey said the trips are unused on the proposed routes, and the routes are both on the bay side of the Peninsula.

Director Horsley asked what "miles between road calls" means. Mr. Harvey said that is the amount of miles driven without any breakdowns.

JOINT POWERS BOARD (JPB) REPORT

Executive Director Michael Scanlon reported:

- Key Caltrain Performance Statistics
 - Monthly Performance Statistics – September 2012 compared to September 2011
 - Total Ridership was 1,289,890, an increase of 8.4 percent.
 - Average Weekday Ridership was 50,821, an increase of 12 percent.
 - Total Revenue was \$5,859,685, an increase of 17.6 percent.
 - On-time Performance was 86.6 percent, a decrease of 7 percent.
 - Caltrain Shuttle Ridership was 10,247, an increase of 52.1 percent.
 - Year-to-date Performance Statistics – September 2012 compared to September 2011
 - Total Ridership was 3,946,397, an increase of 9.3 percent.
 - Average Weekday Ridership was 49,355, an increase of 9.9 percent.
 - Total Revenue was \$17,665,531, an increase of 15.4 percent.
 - On-time Performance was 91.3 percent, a decrease of 1.3 percent.
 - Caltrain Shuttle Ridership was 8,697, an increase of 32.3 percent.
- Caltrain carried 38,000 additional riders for the Giants parade on October 31.
- The weekend of October 6-7 was busy for transit with many events. Caltrain carried 37,500 passengers on Saturday and 27,000 passengers on Sunday. All the service that could be put out on the corridor was.
- The eight Giants playoff games at home carried an average of 9,200 riders per game which is about one-third more than the average for the exhibition and regular season.
- A Sunday schedule will operate on Thanksgiving Day, and a Saturday schedule on the Friday after Thanksgiving Day.
- Staff reissued the General Engineering Consultant Request for Proposal (RFP). The California Transportation Commission provided funds of \$9 million for bridges and there is a condition the work be expedited so this work has been removed from the RFP.

- The Holiday Train will run December 1 and 2. The Silicon Valley Community Foundation made a \$50,000 donation last December and continues to raise funds. One train car has been wrapped to publicize the event.
- A team is onboard to update the Environmental Impact Report for the electrification project.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- The Highway 101 Auxiliary Lane Project will be completed in November.
- A groundbreaking ceremony on the Smart Corridor Project will take place on November 6 at the San Carlos Caltrain Station.

FINANCE

Authorize Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for Quarter Ended September 30, 2012

Bill Osher, CSI Sun Trust, said he is tasked with making sure the portfolio stays safe. The portfolio is returning about 1 percent a year. It is all government guaranteed securities and there is no credit risk in it. The European Central Bank and the U.S. Federal Reserve Bank extended fiscal stimulus in a way that caused people to fear inflation will take place. He said inflation could cause interest rates to rise quickly and then the fixed-income portfolio would suffer. He said sentiment in the United States will change at some point and become very positive, and only then will it be known if the country has had too much fiscal stimulus.

A motion (Foust/Matsumoto) to approve the acceptance of the report and review and outlook was approved.

Authorize Approval to Program \$8,615,000 in State Proposition 1B State-Local Partnership Program Funds

Executive Officer, Planning and Development April Chan said staff is proposing the Board approve funding for 12 transportation improvement programs and the Communications-based Overlay Signal System/Positive Train Control (CBOSS/PTC) project. She said the deadline for allocation is June 2013 and the funds must be awarded within 180 days of the allocation. She said any remaining unallocated funds after June 2013 will no longer be available for this program. She said the funds may only be allocated for the construction and/or acquisition phase of a project

Jim Bigelow, Redwood City-San Mateo County and Menlo Park Chambers of Commerce, said there was good innovation between the local cities, the City/County Association of Governments, and the TA who worked well together to simplify the project delivery through this item. He said there was also good innovation with the Alpine Road Project. The Congestion Relief Alliance does a very good job, and the funding goes to addressing and building on transit ridership. He said he strongly urges the Board's support to approve the programming of \$8,615,000 in State Proposition 1B State-local Partnership Program (SLPP) funds; amending the FY2013 budget and programming and allocating \$61,000 of Original Measure A funds to the County of San Mateo for the Alpine Road Bicycle Safety Improvement Project; and allocating \$410,000 in New Measure A Alternative Relief Congestion funds to the Peninsula Traffic

Congestion Relief Alliance to support the Countywide Congestion Relief Program for FY2013.

A motion (Horsley/Patridge) to approve the approval to program \$8.615 million in SLPP funds was passed.

Authorize Amendment to Fiscal Year 2013 Budget and Programming and Allocation of \$61,000 of Original Measure A Funds to the County of San Mateo for the Alpine Road Bicycle Safety Improvement Project

Ms. Chan said staff worked with the county to find funds from the SLPP along with Original Measure A funding left over from the bicycle category for this project. This would fully utilize the balance of Original Measure A funds.

A motion (Horsley/Richardson) to approve the amendment to the budget and programming and allocation of funds for the Alpine Road Project was passed.

Authorize Allocation of \$410,000 in New Measure A Alternative Relief Congestion Funds to the Peninsula Traffic Congestion Relief Alliance to Support the Countywide Congestion Relief Program for Fiscal Year 2013

Ms. Chan said this is an allocation for the funds that were already programmed for this project.

A motion (Richardson/Foust) to approve the allocation of funds to congestion relief was passed.

PROGRAM

Update on State and Federal Legislative Program

Director, Government and Community Affairs Seamus Murphy, said there are potential threats to transit funding depending on the results of the election. He said if Proposition 30 fails, it is likely the Legislature and the governor would seek to cut funds to several programs. He said the vast majority of the State Transit Assistance Program funding is protected, but a small portion is not. An update will be given at the next meeting.

He said there have been several attempts, including some State and Federal legislation, to prevent the State from selling bonds associated with the HSR Project. A recent effort to put an initiative on the 2013 ballot to prevent the State from selling Proposition 1A bond funds, failed but due to a lack of signatures.. There are still legal threats pending to the program but at the moment there are no political or policy threats to the funding.

REQUESTS FROM THE AUTHORITY

Director Matsumoto said she is concerned about the public funds being used to subsidize the ferry shuttles, which is an expensive program. She said 65 percent of the funding is from TA Measure A funds, 25 percent from Water Emergency Transportation Authority, and 10 percent employee contributions. Mr. Harvey said the Shuttle Call for Project (CFP) included a monitoring program and staff will prepare reports that show ridership and farebox recovery statistics. He said staff has the ability to put shuttles on probation or warn them to perform more efficiently. Having CFPs every two years

creates competition and gives staff options. He said the shuttles are on a two-year cycle.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion

REPORT OF LEGAL COUNSEL

None

DATE AND PLACE OF NEXT MEETING

December 6, 2012 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

Meeting adjourned at 6:15 p.m.