

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

MINUTES OF APRIL 4, 2013

MEMBERS PRESENT: D. Canepa, C. Groom, D. Horsley, K. Matsumoto, N. Patridge

MEMBERS ABSENT: R. Foust, T. Nagel

STAFF PRESENT: A. Chan, G. Harrington, C. Harvey, R. Haskin, M. Lee,
M. Martinez, N. McKenna, J. McKim, D. Miller, 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 April 2, 2013, meeting:

- The CAC supports all items on the TA agenda.
- Directors Carole Groom, Naomi Patridge and Don Horsley, Director, Transportation Authority Program Joe Hurley, CAC member April Vargas and CAC Chair Arietta attended the opening of the Tom Lantos Tunnels at Devil's Slide. San Mateo County Transit District Board member Zoe Kersteen-Tucker and Ms. Vargas were recognized by Congresswoman Jackie Speier for their work on the tunnel.
- Public comment is being accepted on the Metropolitan Transportation Commission (MTC) draft 2013 Transportation Improvement Program and draft Transportation Air Quality Conformity Analysis through May 3, 2013.

CONSENT CALENDAR

Director Horsley requested the minutes be pulled from the consent calendar.

- a. Acceptance of Statement of Revenues and Expenditures for February 2013

A motion (Horsley/Patridge) to approve the Statement of Revenues and Expenditures was unanimous.

APPROVAL OF MINUTES OF MARCH 7, 2013

Director Horsley said on page 2 of the minutes, under Caltrain performance, it states Caltrain's shuttle ridership for the month was 7,695 and year to date the shuttle ridership was 8,247. Executive Director Michael Scanlon said the year-to-date number is an average weekday number.

A motion (Horsley/Matsumoto) to approve the minutes of March 7, 2013 was approved.

PUBLIC COMMENT

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce and

San Mateo County Ferry Advocates, said the South San Francisco ferry service inaugurated last June is lagging in employee ridership. He has been attending meetings and been saying the biotechnology companies need to help with ridership. Mr. Bigelow said when this service started the Water Emergency Transportation Authority (WETA) stated there would be robust ridership. At today's WETA meeting, their Board authorized adding a 6:30 p.m. trip to the East Bay. Staff at Genentech is making a concerted effort to increase ridership by paying employees' fares. The promises made by the biotechnology companies to Don Perata need to be adhered to.

Chair Groom said the TA Board made it clear to WETA that the marketing plan was not strong enough and the Board was very concerned there was much more of an east/west than west/east emphasis and that there was nothing in writing from Genentech of the promised ridership; no response was received from WETA.

Ms. Arietta, Pacifica, said she was at the President's Council at Skyline College and people are under the impression there is a need to go to AT&T Park and have tourism go to San Francisco. She said there are a lot of tourists and Giants baseball fans who would take the ferry instead of driving.

Mr. Bigelow said there will be a 9 a.m. sailing on Wednesdays and Fridays from South San Francisco to San Francisco with returns in the afternoon to encourage group travel.

Director Karyl Matsumoto asked if public funds could be used to operate the ferries to AT&T Park. Mr. Scanlon said that wouldn't be an issue. He said the Executive Team has been discussing the ferry issue and the low ridership. Mr. Scanlon said he spoke to WETA's Executive Director Nina Rannells and told her if she needed help with marketing the service just to ask. Staff will be given an update on the ferry service at the May 2 Board meeting.

Director Matsumoto asked if WETA has to have a farebox recovery ratio of 40 percent if they are using Regional Measure 2 money. Mr. Scanlon said yes.

CHAIRPERSON'S REPORT – CAROLE GROOM

Chair Groom appointed Directors Horsley and Terry Nagel to be on the CAC nominating committee. Applications are due April 5 and appointments will be made at the May 2 meeting.

Director Groom also appointed Directors Horsley, Dave Canepa and Matsumoto to be on the Measure A Bike and Pedestrian Call for Projects (CFP) subcommittee and Directors Rosanne Foust, Nagel and Patridge to be on the New Measure A Grade Separation CFP subcommittee.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

A written report was provided to the Board. There was no discussion.

JOINT POWERS BOARD (JPB) REPORT

Executive Director Michael Scanlon reported:

- The Board approved the following:
 - Statement of Revenues and Expenses for February 2013
 - Consent Calendar
 - Assessment of the Fiscal Year (FY) 2013 Fuel Hedge Program
 - A resolution for the FY2014 Fuel Hedge Program
 - Award of on-call general engineering consultant contracts to HDR Engineering and Rail Surveyors and Engineers for \$15 million
 - Award of contract to Shimmick Construction for the Signal Preemption Project for \$1,849,500
 - Second amendment of the Use, Operating and Maintenance Agreement for the Millbrae Intermodal Station
 - Title VI Standards and Policies
- Key Caltrain Performance Statistics
 - Monthly Performance Statistics – February 2013 compared to February 2012
 - Total Ridership was 11,166,994, an increase of 7.2 percent.
 - Average Weekday Ridership was 48,032, an increase of 11.8 percent.
 - Total Revenue was \$5,256,938, an increase of 12 percent.
 - On-time Performance was 93.5 percent, a decrease of 1.1 percent.
 - Caltrain Shuttle Ridership was 7,720, a decrease of 4.6 percent.
 - Year-to-date Performance Statistics – February 2013 compared to February 2012
 - Total Ridership was 10,126,786, an increase of 11.3 percent.
 - Average Weekday Ridership was 47,869, an increase of 11.9 percent.
 - Total Revenue was \$44,683,905, an increase of 16.6 percent.
 - On-time Performance was 90.7 percent, a decrease of 2.9 percent.
 - Caltrain Shuttle Ridership was 8,182, an increase of 16 percent.
- CAC recruitment closes May 3.
- Annual onboard passenger counts were just completed and staff will present the findings at the May meeting.
- The Bicycle Advisory Committee met on March 21 and received a Brown Act presentation and an overview of the Bicycle Program.
- Special service:
 - World Baseball Classic was held March 17-19 at AT&T Park with total ridership of 13,000.
 - Giants exhibition games were on March 28-29 with 13,000 riders.
 - Sharks played six home games in March and ridership was up 29 percent over last March.
 - Giants season opens April 5 and baseball service will be provided.
- Staff partnered with the Santa Clara Valley Transportation Authority for an open house at the Gilroy Caltrain Station.
- A new button has been added on the ticket vending machines for passengers to purchase same day tickets on baseball game days.
- A "How to Ride" video was shown.
- Staff has received recognition for social media efforts and recently was recognized in *Skedaddle*.
- The reading file contained the Giants brochure, *Track the Fun* brochure, Takeone

for the CAC recruitment and the February Safety & Security Report.

- Executive Officer, Caltrain Modernization Marian Lee gave an update on Caltrain Modernization.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- SamTrans buses transported attendees for the Devil's Slide Tunnel Opening.
- Staff has received a letter from the California State Department of Transportation (Caltrans) that the Federal Highway Administration has changed its policies regarding Buy America under Moving Ahead for Progress in the 21st Century (MAP-21). The change requires contracts to certify that all manufacturing processes for steel and iron materials have occurred in the United States. This could impact the San Pedro Creek Bridge Replacement Project and the U.S. Highway 101/Broadway Interchange Project.

Director Horsley said the task force worked with Caltrans for the Devil's Slide Tunnel ribbon cutting and Bus Transportation Director Chester Patton and the entire team were fantastic.

Director Patridge said she saw the "How to Ride" video on the news and it was very well done.

PROGRAM

Authorize Approval of Guiding Principles for Project Selection for the New Measure A Grade Separation Project

Executive Officer, Planning and Development April Chan presented:

- The purpose of program is to improve safety at railroad crossings and relieve traffic congestion.
- Fifteen percent of the Measure A Program is set aside for grade separations and there is \$225 million over the life of the program.
- Cities with candidate railroad crossings listed in the Expenditure Plan are: South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Redwood City, Menlo Park, Atherton, and East Palo Alto.
- Approximately \$200 million remains in the Grade Separation category for the life of the program -- \$25 million was allocated to the San Bruno Grade Separation Project currently under construction. Staff proposes allocating at least 80 percent of the available funds for construction and up to 20 percent for preconstruction, with at least 10 percent for design.
- Staff is proposing to allocate funds to separate project phases: planning/project study report, preliminary engineering/environmental assessment, design and construction.
- The planning/project study report would study project alternatives, develop cost estimates and include a scenario consistent with the Caltrain/High-speed Rail (HSR) blended system.
- The preliminary engineering/environmental phase would be to complete any necessary Federal and/or State environmental assessments. There must be city council approval and Caltrain concurrence with the selected alternative.

- For the design phase, candidates must complete the design with Caltrain to ensure railroad design standards are met and have city council approval and Caltrain concurrence.
- Construction is to be done by Caltrain, there must be a full funding plan and city council approval and Caltrain concurrence.
- Project evaluation criteria needs to consider the following elements:
 - Safety improvement and local traffic congestion relief
 - Improvement of railroad's operational flexibility
 - Project readiness
 - Project effectiveness
 - Geographic equity
 - Support of economic development
 - Funding leverage
- Next steps include:
 - Board approval of the project selection process at today's meeting
 - Develop project evaluation criteria for the first round of funding during April and May
 - Solicit first round of projects for funding in May-June
 - Board approval of first round of funding in the summer 2013

Director Matsumoto said in total costs it would take cities 15-20 percent in design work and the remainder in preconstruction. She asked if the \$80 million is a firm number available for construction. Ms. Chan said the 80 percent is a guiding principle to reserve as much funding as possible for construction and \$40 million is available for preconstruction.

A motion (Horsley/Canepa) to approve the guiding principles passed unanimously.

Program Report: Transit – Caltrain Modernization-Corridor Electrification

Ms. Lee presented:

- Electrification is a beneficial partnership between Caltrain and the California High-speed Rail Authority (CHSRA).
- The blended system vision is a two-track system, partially grade separated, with six Caltrain trains per hour per direction and up to four high-speed trains per peak hour per direction.
- The 2012 CHSRA Business Plan, the regional nine-party funding Memorandum of Understanding and the 2013 JPB/CHSRA new agreement are all policy-level commitments to the partnership.
- Key principles include incremental investment to the blended system, an early investment of \$1.5 billion (of which \$705 million is from HSR State Bond), and future incremental investments.
- Early investment projects include the advanced signal system, known as the Communications-based Overlay Signal System (CBOSS), to be completed by 2015, and corridor electrification with electric multiple units by 2019.
- By 2019, 75 percent of the diesel vehicles will be removed from service.
- Environmental processes include CBOSS, which is completed, the corridor electrification document currently being developed, and the blended system, which will be undertaken at a future date.

- Four public meetings were held for the corridor electrification Environmental Impact Report (EIR) scoping and public comments are still being accepted.
- Electrification elements, covering a 51-mile portion of the Caltrain right of way from San Francisco to Tamien Station in San Jose include trains travelling up to 79 miles per hour (mph), six trains per hour per direction, infrastructure of poles and overhead wires, traction power facilities and electric powered vehicles. Diesel service to Gilroy will remain. Existing tenants also will continue to be supported.
- Project purpose and need:
 - Improve train performance
 - Increase service and ridership
 - Increase revenue and reduce cost
 - Reduce environmental impacts
 - HSR compatible electrical infrastructure
- The environmental document received Federal clearance in 2009, but not State certification. Since some of the data is outdated, staff made a commitment to the community to redo the document. This will be a new document, but staff will keep any useful information from the old document so nothing is wasted.
- Photos of similar installations were shown.
- Cumulative analysis will include what staff knows about other projects and include projects from the MTC Regional Transportation Plan, other approved transportation projects and local station development plans. Examples of key projects include HSR blended service, the San Francisco Downtown Extension and Dumbarton Rail Corridor Project.
- The draft EIR will be available for public review around fall 2013, and adoption in summer/fall 2014.
- Most of staff's time is focused on delivering the early investment program by 2019.
- Two current planning studies staff is working on are blended service plan/operations considerations and grade crossing and local traffic impacts analysis.
- Next steps to be determined are:
 - Develop blended service plan options
 - Options evaluation on infrastructure, fleet and cost
 - Alternatives definition for future environmental review
- Partnerships include the JPB, the Local Policy Maker Group made up of elected officials of the 17 cities and three counties, city councils and rail committees. At the staff level there is a City/County Staff Coordination Group and Peninsula Corridor Working Group.

Director Matsumoto asked if leasing trains has any merit. Ms. Lee said all options are being explored.

Director Matsumoto asked if 79 mph is feasible. Ms. Lee said yes.

Update on State and Federal Legislative Program

Executive Officer Public Affairs Mark Simon said Acting Business Transportation and Housing Secretary Brian Kelly has formed a California Transportation Working Group to explore options for meeting the State's long-term transportation funding needs and

priorities. Public transit agencies will be represented on the working group through the California Transit Association. The first meeting is April 9 and staff will report back next month on progress and developments. One of the first things the group will be addressing is the report card issued by the American Society of Civil Engineers that gave the State an overall grade of "C" and cited a lack of sufficient investment for the operations and maintenance of the existing facilities and dedicated funding sources for new improvements to the system. The report card also states there is a need for \$10 billion more per year to be spent for ongoing maintenance of existing facilities and an investment of \$36.5 billion in order to raise the transportation grade to a "B."

Federal

Mr. Simon said Congress is making efforts to pass a continuing resolution to start work on the Fiscal Year 2014 appropriations process. Last year Federal investment in the California HSR Project was a key topic during the process and is likely to be again. Republican Congressmembers Jeff Denham and Kevin McCarthy requested the Government Accountability Office (GAO) review the project's cost, ridership and revenue projections. The GAO report released last week gave the project an overwhelmingly positive review.

Mr. Simon said there was a study done in partnership with the American Public Transportation Association and the National Association of Realtors that showed residential properties located within a half-mile of fixed guideway transit performed substantially better in holding their value during a recession than other properties.

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion

REPORT OF LEGAL COUNSEL

None

DATE AND PLACE OF NEXT MEETING

May 2, 2013 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 6:13 p.m.