

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

**MINUTES OF MARCH 1, 2011**

**MEMBERS PRESENT:** B. Arietta (Chair), J. Bigelow, P. Dixon, J. Fox, E. Lasensky,  
D. Maez, D. Mensing, L. Shaine, A. Vargas, J. Whittemore, P. Young

**MEMBERS ABSENT:** R. Hedges, R. Hees, A. Mader-Clark, G. Zimmerman

**STAFF PRESENT:** M. Choy, J. Hurley, R. Lake, S. Tioayo

Chair Barbara Arietta called the meeting to order at 4:38 p.m. Jim Bigelow led the Pledge of Allegiance.

**APPROVAL OF MINUTES**

Elizabeth Lasensky wanted to change her comment on the bottom of page 3 of 7 by adding the word, "East," to Palo Alto.

A motion (Bigelow/Maez) to approve the minutes of February 1, 2011 was passed with this addition.

**PUBLIC COMMENT**

Pat Giorni, Burlingame, encouraged everyone to attend the Peninsula Corridor Joint Powers Board (JPB) meeting on Thursday, March 3 at 10 a.m., at the San Mateo County Transit District (District) auditorium. The Board will be asked to declare a state of fiscal emergency and propose possible fare increases and service cuts. The Santa Clara Valley Transportation Authority (VTA) and San Francisco County borrowed \$43 million in order to buy into the JPB and they have never repaid the money. She said it is unconscionable that SamTrans may have to stop its bus service if it finances Caltrain to the tune that it is supposed to.

Larry Shaine asked if the Caltrain stations listed for possible closure are public *knowledge*. Ms. Giorni replied yes.

Jim Whittemore asked how the decision was made to close stations, was it in the purview of staff or did it go through some sort of review or approval. Director, TA Program Hurley said he was not aware of the process that was followed to develop the list of Caltrain stations identified for possible closure. He said it would be more appropriate to ask this at the March 3 JPB meeting.

Andrew Boon, East Palo Alto, 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. This is an area with a high percentage of people who bike to work.

**TRANSPORTATION AUTHORITY BOARD MEETING AGENDA FOR MARCH 3, 2011**  
**Authorization to Convey Property to the City of San Mateo – TA Item 11a**

Doris Maez asked if this was overlooked because it is a small piece of property. Mr. Hurley said no and this was part of the Third Avenue to Millbrae Avenue Auxiliary Lane Project, which included the Monte Diablo overcrossing. There was some right of way needed for the construction. The State held temporary title to the land during construction and when completed, the property was transferred back to the city of San Mateo.

A motion (Bigelow/Whittemore) to support the action to convey the property was approved.

**PRESENTATION: HIGHWAY PROGRAM**

Manager, Programming and Monitoring Melanie Choy reported:

- Phase I – project prioritization and criteria was presented to the CAC in November 2010 for feedback. Comments were also received from the City/County Association of Government's (C/CAG) Technical Advisory Committee and the public.
- Phase II is the development of the Capital Improvement Program (CIP), which is an implementation and funding plan for the Highway Program.
- Project prioritization was separated into project categories and driven by Measure A: Key Congested Corridor (KCC) projects and Supplemental projects. Each includes interchanges, mainline/freeway, and major arterial project groups.
- Updates to Phase I include modification of sustainability criteria and minor modifications to project prioritization, clarifications to technical changes and edits.
- All highway projects in Measure A have been given a project cost for a total of \$1.8 billion for the KCC and Supplemental projects.
- Estimated funding sources of \$1.145 include new Measure A revenues, committed original Measure A, committed and future State Transportation Improvement Plan funds, and earmarks/other State programs, which includes an assumption of developer funding.
- There is a project funding gap of \$655 million.
- There are \$34 million in original Measure A non-committed project funds that could be contributing to the \$1.8 billion program costs.
- The CIP framework includes new Measure A projects with KCC projects having priority over Supplemental. It is a living document, updated bi-annually with a 10-year timeframe.
- Proposed CIP variables include pay-as-you-go, resource constraint, project development priorities with a focus on project readiness, projects with leveraged funding and geographic equity
- Timeline for 2011: outreach on funding challenge in February/March, development of CIP scenarios in March/April, outreach on CIP in April/May, and TA Board adoption in June.

Questions/Comments

Mr. Shaine asked if the TA will be involved in future construction management. Mr. Hurley said it is independent of funding issues. The TA has been developed with flexibility to assume that responsibility if Caltrans were not able to resource to support the TA's program. While private design consultants now do design and environmental documents with Caltrans oversight and approval, construction management remains the responsibility of Caltrans.

April Vargas asked if there was a ratio to decide funding for KCC versus Supplemental projects. Ms. Choy said if one looks at the Measure as being 100 percent, the KCC was 17.3 percent and Supplemental was 10.2 percent.

Ms. Vargas thinks pay-as-you-go is a good idea but asked what happens if money isn't available to complete part of a project phase. Ms. Choy said there are other payment options. TA funds are allocated phase-by-phase but there is flexibility due to segmented funding decisions and fund estimates are conservative.

Ms. Vargas asked if there could be a situation where there was enough money for the environmental review but not enough for the design phase. Ms. Choy said this could be an outcome, which would require leveraging of funds.

Jim Bigelow said given conversations in Congress, he suggested the term, "earmarks," be changed in the estimated funding sources and suggested using the term, "special funding programs." He said there is a move in San Mateo County to do High Occupancy Toll Lanes as a revenue source. He said C/CAG places a lot of scoring on congestion relief and air quality and he doesn't see any emphasis on this in the program. Ms. Choy said C/CAG sits on the steering committee that oversees the CIP.

Mr. Bigelow said getting into a state of readiness is the most important thing because that finds the money.

Mr. Whittemore advocates pay-as-you-go and fully funded upfront for each phase, He supports project readiness, resource constraints, implementation of small projects if they deliver a significant amount of good for a significant amount of people, and geographic equity especially for the Coastsides.

Chair Arietta said she understands priorities and lack of funding but there is a need to address Coastsides voters who put their faith in the original Measure A and are not getting their share of funding versus the other side of the hill. She suggested listing geographic equity first or second rather than sixth in the list of funding priority considerations.

### **ITEMS FOR REVIEW – MARCH 3, 2011 TA BOARD AGENDA**

There was no discussion on the following item:

1. Statement of Revenues and Expenditures for January 2011 – TA item 4b
2. SamTrans Liaison Report – February 9, 2011 – TA Item 8

### **Update on State and Federal Legislative Program – TA Item 12b**

Government Affairs Manager Seamus Murphy could not attend the meeting but will follow up on any questions or concerns from the CAC.

### **Quarterly Projects Status Report – 2<sup>nd</sup> Quarter Fiscal Year 2011 – TA Item 12c**

Mr. Hurley said the report is in the agenda packet and he will be happy to respond to any questions.

Mr. Bigelow referenced the Highway 101 – Ralston Avenue Bicycle/Pedestrian Overcrossing Project in the report and said he didn't see the millions to pay for the work being done before

December 31, 2010. Mr. Hurley said this will be reported out semi-annually per the reporting requirements in the agreement with the cities.

Mr. Whittemore asked about the meaning of a punch list. Mr. Hurley said it is a sign-off list of any outstanding items of work.

Mr. Whittemore asked about the completion date of the Tilton crossing. Mr. Hurley the project completion date for the current forecast is August, 2011.

Ms. Maez asked if construction could be speeded-up on the San Bruno Caltrain Station if the station was closed due to Caltrain station closures, which would also be less disruption to the area's residents. Mr. Hurley said he will pose this question to the project manager.

### **REPORT OF THE CHAIR – BARBARA ARIETTA**

- Pat Dixon was honored at the March TA Board meeting for her service to the TA CAC.
- Director Don Horsley joined the TA Board.
- Provided possible scenarios for Caltrain's future: There will be a public hearing at the March 3 JPB meeting to declare a fiscal emergency and consider service changes, station closures and a fare increase; decisions about service will be announced at the April 7 JPB meeting; the Metropolitan Transportation Commission (MTC) will be meeting on March 9 and 23 to discuss Caltrain service; the Senate Budget Committee reauthorized the gas tax swap and the VTA proposed a package of short-term solutions.
- Provided details on San Francisco's local-hire ordinance and Assemblyman Jerry Hill's efforts to limit the reach of the ordinance.

### **REPORT FROM STAFF – JOE HURLEY**

- Segment 1 of the U.S. 101 Auxiliary Lanes – Marsh Road to University Avenue was advertised on February 22. Bids will open on April 13.
- The TA and C/CAG announced a joint call for projects on February 14 for the county's Pedestrian & Bicycle Program. It is a two-year program for Fiscal Years 2012 and 2013. The funding source includes \$3 million of Measure A funding and C/CAG funding of \$900,000 from Transportation Development Act Article 3 funding for a total of \$3.9 million. An application workshop is scheduled for March 8 and applications are due March 17. He encouraged everyone to seek out applicants.
- Five CAC terms expire on May 31. Recruitment will begin the week of March 7, applications are due April 11 and recommended applicants will be appointed by the TA Board at its May 5 meeting.

John Fox asked about the status of the Ringwood pedestrian overcrossing associated with the Auxiliary Lane Project. Mr. Hurley said the overcrossing is included in the scope of the Marsh Road to University Avenue Auxiliary Lane Project and construction is scheduled to begin this summer. The existing Ringwood overcrossing will be available for use while the new overcrossing is constructed.

### **COMMITTEE COMMENTS**

Mr. Bigelow said the MTC website includes staff reports on the March 9 and 23 meeting discussion on Caltrain financial future. They will discuss Dumbarton Rail in March.

Ms. Lasensky said proposed changes in Caltrain service will have serious impacts to Stanford University including parking and traffic issues, hospital workers, and mandates on peak hour driving.

Mr. Shaine asked if the Giants have been contacted about Caltrain's problems. Mr. Hurley replied yes.

Ms. Maez said comments about proposed changes in Caltrain can be sent via email. She asked if vending machines would be gone with the elimination of paper tickets, which would be difficult for people without credit cards. She asked if there was a charge for the Clipper card.

Ms. Lasensky said one-day paper tickets are available but not an 8-ride ticket. Clipper cards are available at Walgreens or the District. She said the Clipper card is free but must maintain a minimum balance.

Mr. Whittemore said you can add cash to a Clipper card through a bank account and a minimum of \$1.25 must be kept on the card.

Ms. Maez said the League of Women's Voters sponsored an update on High Speed Rail (HSR) on Feb. 25. Executive Officer Public Affairs Mark Simon attended. She heard the changes in plans give Caltrain time to rethink how to view HSR on the Peninsula. She said Assemblyman Jerry Hill said HSR may end in San Jose with a transfer onto Caltrain at that point.

Mr. Whittemore said the proposition for HSR may not allow this to happen.

Chair Arietta said she heard the Clipper card minimum will be \$5 due to lost funds.

**Date and Time of Next Meeting**

The next regular meeting of the TA CAC will be held on Tuesday, April 5, 2011 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2<sup>nd</sup> Floor, San Carlos, CA 94070.

**ADJOURNMENT** – 6:01 p.m.