

**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 JULY 5, 2011**

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

**MEMBERS ABSENT:** R. Hees, L. Simonson

**STAFF PRESENT:** A. Chan, A. Hughes, J. Hurley, R. Lake, M. Lee, S. Murphy

Chair Barbara Arietta called the meeting to order at 4:31 p.m. Paul Young led the Pledge of Allegiance.

**APPROVAL OF MINUTES**

Jim Whittemore said D. Maez, D. Mensing, L. Simonson, A. Vargas and P. Young were left off as being present.

A motion (Zimmerman/Shaine) to approve the May 31, 2011 minutes was passed with these additions.

**PUBLIC COMMENT**

Pat Giorni, Burlingame, said there are sharrows in Burlingame on the road between Millbrae Avenue and Center Street on the east side of El Camino Real to San Francisco. There are sharrows from Center Street to Taylor Avenue going south on El Camino Real. This is the first time Caltrans has accepted sharrows on a State highway and the first step in the Grand Boulevard Initiative to show the road will be shared by various users.

**PRESENTATION - Update: South San Francisco and Redwood City Ferry Projects (TA Item 12a)**

Water Emergency Transportation Authority (WETA) Planner/Analyst Michael Gougherty reported on the South San Francisco Ferry Project:

- WETA was created to expand water transit in the San Francisco Bay.
- The South San Francisco Ferry Project will provide ferry service between Oyster Point in South San Francisco and Oakland and Alameda in the East Bay.
- The four new fleet vessels are state-of-the art in vessel emissions and passenger amenities.
- There will be a fresh water rinse station for bikes in the event of salt water spray.

Doris Maez asked about erosion caused by wakes. Mr. Gougherty said wake erosion has been an environmental impact on the Bay. The impact was identified and mitigated through the California Environmental Quality Act process and the vessels have been built with low wake design technology.

- The terminal float is constructed of concrete, which offers reduced maintenance and environmental benefits versus steel, which requires recoating with a chemical-based product.

Mr. Whittemore asked if the raw materials for the float are made overseas and shipped into the United States. Mr. Gougherty said this project is subject to the Federal Transit Administration (FTA) Buy American Act.

- The total project budget for construction is \$26 million, of which \$15 million was provided by the TA Measure A, \$8 million from the FTA and \$3 million from State Proposition (Prop) 1B funding. The project is expected to be completed under budget at the end of the year.
- Service launch is expected for spring 2012.

Elizabeth Lasensky asked how the ferry service links to existing transit and bike/pedestrian access and with Caltrain shuttles. Mr. Gougherty said a lot of elements of beginning service are contingent on integrating the ferry service with other forms of connecting transit, particularly shuttles, which will be operated by the Peninsula Congestion Relief Alliance (Alliance) and WETA. WETA is working on bike/pedestrian access with the San Francisco Bay Conservation and Development Commission (BCDC) and San Francisco Bay Trail Project. He said WETA is not providing shuttles that connect to Caltrain but coordinating with shuttles in the employment areas in Oyster Point.

- WETA is developing a fare and schedule policy and working with the Metropolitan Transportation Commission (MTC) to implement Clipper.
- WETA is working with the Alliance to survey employers in the Oyster Point area about schedules and service planning and has received 400 responses.

Chair Arietta asked if there was a link from the South San Francisco Caltrain Station to the ferry. Mr. Gougherty said WETA applied for funding for this service but was not successful securing funds.

George Zimmerman asked what type of transit service is planned to provide transportation from the terminal in the East Bay to South San Francisco. Mr. Gougherty said WETA hopes to get data from the employer surveys on trip origin and destination.

Larry Shaine requested there be further investigation into SamTrans and shuttle coordination. He said SamTrans can compliment and exist with other shuttles as seen in operations in Foster City. Mr. Gougherty said WETA was a project applicant and does not have control over such issues.

Ms. Lasensky asked if the survey addressed riders going from the East Bay to South San Francisco and asked about schedules. Mr. Gougherty said initial ridership projections show the vast majority of ridership originates in the East Bay. WETA has provided parking at the South San Francisco ferry terminal for reverse riders. He said ferries will travel in both directions during peak hours of 6 - 9 a.m. and 4 - 6 p.m.

Mr. Whittemore said in the long term, he wants to make sure ferry service will have connections to the bike trail in South San Francisco, up to Candlestick Park and to Caltrain.

Mr. Whittemore asked if there might be revenue opportunities beyond ferry service.

Mr. Gougherty said WETA is open to this but it would be subject to policy.

Mr. Whittemore asked if there were any facilities immediately around or part of the terminal that contain disaster relief supplies needed for emergency disaster relief during an earthquake.

Mr. Gougherty said WETA is part of the regional emergency response strategy but didn't have an answer to this specific question.

Daniel Mensing asked about service configuration at terminals in the East Bay. Mr. Gougherty said one option is beginning morning service in Oakland, going to Alameda and to South San Francisco. The final decision will be based on demand to maximize ridership.

Mr. Whittemore said WETA would rely on the Alliance for "guaranteed ride home" service during midday.

Mr. Shaine suggested the Alliance provide a presentation to the CAC on transit issues with the ferry program.

WETA Project Manager Chad Mason reported on details of the Redwood City Ferry Project:

- Redwood City service is envisioned to and from the City of San Francisco with connections to East Bay services.
- Conceptual planning began in 2011 for the terminal and land and waterside facilities, and initial stakeholder outreach is underway with the BCDC, California State Lands Commission, United States Department of Fish and Wildlife and San Francisco Bay Trail Project and with the City and Port of Redwood City.
- WETA is updating their ridership model for the landside facility to better project service needs in designing parking facilities.
- Environmental review is expected to commence later this summer. The public scoping process will follow State and Federal requirements for environmental review.
- Design will mimic the South San Francisco Ferry Project for efficiencies in float and gangway design.

Mr. Zimmerman asked, in considering origin and destination information, what are the differences in employment data between the South San Francisco and Redwood City projects.

Mr. Mason said a 2003 model for service projected to connect Redwood City to San Francisco and to the East Bay included between 1,700 to 2,100 passenger trips per day for both projects with a one-way trip time of about 45 minutes. He said there are approximately 20,000 employees in the South San Francisco Ferry Project area but data isn't available yet for Redwood City.

April Vargas said it would be helpful to have a presentation from WETA on how they will deal with the large number of people that might need service during a major emergency and the connections to transit that might be available. Mr. Mason said WETA is at a point in conceptual design where this can be considered as they move ahead.

Ms. Maez asked about central operations. Mr. Gougherty said current WETA service is operated through independent private entities and in theory, all operations with WETA will be centralized to allow WETA to effectively respond to regular service needs as well as emergency response.

Mr. Shaine asked if the ferry project is compliant with the Americans with Disabilities Act (ADA) given a floating dock. Mr. Mason said everything is designed to meet ADA requirements.

Ms. Lasensky asked if there will be facilities for bikes. Mr. Mason said there is availability for 30-40 bikes on the boat in addition to the bike wash.

Mr. Hurley said Executive Director Christine Maley-Grubl of the Alliance is scheduled at a subsequent meeting to address CAC questions and comments. He said staff will follow up with WETA on engineering and ridership issues and provide the business plan for the South San Francisco Ferry Project.

### **ITEMS FOR REVIEW – JULY 7, 2011 TA BOARD MEETING**

#### **Authorize Amendment to the Fiscal Year (FY) 2012 Budget in the Amount of \$1,584,003 from \$1,300,000 to \$2,884,003 and Programming and Allocation of \$4,504,003 for the Pedestrian and Bicycle Call for Projects (TA Item 11)**

Acting Director, Caltrain Modernization Program Marian Lee introduced Interim Executive Officer of Planning and Development Aidan Hughes who has taken over this position for Ms. Lee while she is temporarily working on a special project for Caltrain with the focus to electrify the system and work with the California High Speed Rail Authority (CHSRA).

Ms. Lee reported details of the amendment, programming and allocation:

- At its June meeting, the CAC supported funding \$3 million of TA Measure A money for the pedestrian/bike call for projects, which would fund 12 TA projects. The City/County Association of Governments (C/CAG) was able to invest in five projects to fund a combined total of 17 TA and C/CAG projects. Some CAC members did not support the allocation primarily due to the lack of geographical equity in the north coastside area of the county.
- At the June TA Board meeting, there was extensive discussion on geographical equity and ranked projects and discussion led to a recommendation to increase funding to the project.
- Staff is recommending an additional \$1.5 million from the flow of future Measure A sales tax revenues to the pedestrian/bike call for projects.
- The current pedestrian/bike call for projects will have a total of \$4.5 million available for projects, which will fund 16 TA projects instead of the original 12 TA projects and hit the top 21 ranked projects including the TA and C/CAG. This approach will provide for investments in the north coast area.

Mr. Zimmerman said he presumed this allocation reflects what the TA and staff now perceive as a more equitable geographic distribution. Ms. Lee replied yes.

Rich Hedges said there was discussion at the last CAC meeting on a couple of worthwhile projects along the north coast area and hopes they will receive funding. Mr. Hurley said they will.

Mr. Shaine suggested staff look at economies of scale during the bid process because of similar projects in one city.

John Fox said he was concerned that a C/CAG member urged the CAC to take no action on this item at their last CAC meeting because he thought the rankings were so inconsistent. Mr. Fox

said he didn't think a one-three point difference in the rankings was numerically significant. He said the one factor missing is the concept of value. An expensive project may be a point or so away from a number of smaller projects that are knocked out in favor of a couple of big ones. He said in looking at points and available money, projects that achieve a lot for limited money would be essentially considered more valuable than projects that achieve less for the money. Mr. Fox said there are also constituency issues. Some projects involve recreational uses and end-to-end transportation needs. He is troubled that good future projects may be lost by taking money from future funding cycles. The call for projects is a biennial process and projects can be resubmitted for the next call.

Mr. Zimmerman thought it might be difficult for staff to determine value. Mr. Fox said it's simple; look at the number of points, the rank it came with and look at how many dollars it costs to get those points.

Mr. Whittemore said anything done to a public road should come out of the highway funds, not pedestrian/bike funds. He asked if future revenues had been allocated for projects in the past. Mr. Hurley said this was done with the South San Francisco Ferry Project.

Mr. Whittemore said it seems logical to spend future proceeds now because the cost of construction will only increase but he said he doesn't understand why the TA is borrowing from the future except to satisfy some constituents that didn't like the results from the established criteria. He said don't spend what you don't have; projects can be resubmitted for the next call.

Jim Bigelow said there was extensive discussion to develop the call for projects criteria and doesn't think it's useful to change the rules. He said TA Director Don Horsley made a strong argument for additional funding for the coastside, the Board makes the decision for obligating funds and he carried the day in getting Executive Director Michael Scanlon to work on finding additional funds to expand the list of projects. Mr. Bigelow supports additional funding because it is fair and will get more projects completed.

Mr. Whittemore said borrowing future revenues will take away the chance from future CAC members to allocate funding. He said if someone thinks the process isn't perfect, do what can be completed with the money budgeted.

Ms. Maez asked what would happen if the TA Board did not approve additional funding.

Ms. Lee said the original recommendation was to stop funding on the TA-C/CAG list at project number 17. If funding remains at \$3 million, the TA could fully fund TA project number 16 and a portion of TA project number 17.

Chair Arietta said coastal residents have been waiting since 1988 and agreed with Director Horsley's efforts in supporting additional funding for the coastside.

Ms. Lee clarified that there is a perception the TA and C/CAG project rankings were far apart. The rankings were much more in sync than apart. The TA and C/CAG mostly agreed on the top ranked projects with the exception of two C/CAG projects. She said there were lessons learned with this first call for pedestrian/bike projects, especially on tight scores and the actual scoring process. Staff agreed they couldn't change the rules in the middle of the process but will be

creating a venue to revisit these issues before the next call for projects. Other variables discussed included using C/CAG's Bicycle Pedestrian Advisory Committee's scoring sheet, capping the project list, limiting the number of projects per city and geographical distribution by income level. Before the next call, staff will review all input and come back with a revised recommendation or how the rules could potentially be changed to provide a better decision making process.

#### Public Comment

Pat Giorni, Burlingame, said this call for projects was a birthing process and even though there was disparity between the TA and C/CAG on scoring, she would agree with the TA Board's decision to allocate an additional \$1.5 million. She asked about funding for the Crystal Springs Regional Trail South of Highway 92 Project. Mr. Hurley said funding sources include Transportation Development Act Article 3 administered by C/CAG.

A motion (Hedges/Bigelow) to support amending the budget and programming and allocating an additional \$1.5 million to the pedestrian/bicycle call for projects was approved. (Maez, Fox and Whittemore voted no.)

Ms. Maez asked the chair to relay to the TA Board concerns expressed by some CAC members about this allocation.

Ms. Maez said her decision to not support the allocation was based on the many examples of government spending money they do not have.

Mr. Hurley clarified that in terms of the goal of the Measure A program, 3 percent of the money is spent on pedestrian/bike projects over the life of the 25-year Measure A; it is not spent on an annual basis. It is within the purview of the TA Board to advance these funds, which are clearly laid out in the intent of the program.

Mr. Zimmerman said this process is evolving and he hopes comments both in support of and against the allocation are considered by staff in future discussions on projects.

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

Government Affairs Manager Seamus Murphy reported:

##### State

- The governor signed the budget under the terms of Prop 25 (Changes Legislative vote requirement from two-thirds vote to a simple majority); no Republicans voted for the measure. The budget is dependent on the expectation that the State will receive about \$4 billion more in revenue they had not anticipated prior to the vote. If that funding doesn't materialize, the budget includes some triggers to reduce funding for education and health and human services programs. Transportation and transit programs are largely unaffected. The gas tax swap provisions, which preserve operation's funding, were preserved.
- There were some line item vetoes that affect Caltrain's share of Prop 1A connectivity funding. These are line item vetoes the governor is making to a bond program approved by the voters, which is funding the Legislature appropriated from that bond program. Caltrain

wasn't expecting to spend these funds amounting to \$4 million and they would be available in future years as long as it is appropriated by the Legislature and signed by the governor.

- The Joint Powers Board Memorandum of Understanding with the California High-Speed Rail Authority (CHSRA) was a separate line item in the CHSRA administration budget for \$1.1 million to support the program, but the governor eliminated the line item and specifically directed the CHSRA to fund the program out of the capital outlay portion of their budget. Staff has been in discussions with CHSRA on how that request can be accommodated.
- Staff supports AB 1164 sponsored by Caltrans and Assemblyman Rich Gordon, which would allow Prop 1B bond-funded projects to be funded through Federal dollars that are included in the State Highway Account with reimbursement back to the account with Prop 1B dollars once bonds are sold.
- Staff is supporting AB 1105 – High occupancy toll lanes (HOT) by Assemblyman Gordon that would allow the Santa Clara Valley Transportation Authority's HOT lane program to extend into San Mateo County; the existing carpool lane extends about six miles on Highway 101 into San Mateo County.

#### Federal

- The CHSRA received a \$16 million grant to support the Communications Based Overlay Signal System (CBOSS) Project for the Caltrain corridor. This is a Federal safety mandate for Positive Train Control to be installed on rail right of way before the end of 2015. This funding would allow Caltrain to get through the critical design phase and help determine how the signaling system that Caltrain has been planning will be interoperable with all other passenger and freight systems that share the Caltrain corridor and HSR.

Mr. Whittemore said a letter in today's *Daily Journal* said CBOSS is a customized option being built by Caltrain when there are off the shelf solutions that are compatible with the CHSRA's plans and available for one-tenth the cost. Mr. Murphy said there is a group of engineers who are supportive of a European standard, which passenger rail systems use in Europe as their signaling system. They are anticipating the CHSRA is going to choose that system for its project but hasn't determined what type of signaling system it will utilize. Mr. Whittemore asked if CBOSS is a customized solution being built for Caltrain. Mr. Murphy said CBOSS is based on existing technology and conforms to the United States freight rail standard. He said some degree of customization will always be required because every rail corridor is different. The \$16 million grant funding can be used to develop specifications the CHSRA can use to customize whatever system they choose to be interoperable with Caltrain.

- The House Transportation and Infrastructure Committee has a proposal coming Thursday for the Surface Transportation Reauthorization bill, which is expected to be about \$230 billion over six years down from the \$290 billion program approved in 2005 and consistent with the House direction to reduce overall programs by about 30 percent.

Chair Arietta asked about AB 147 - Subdivisions. Mr. Murphy said this is in committee and staff has not heard final details but expects approval.

Mr. Bigelow asked if HSR environmental and planning funding of \$180 million for FY2012 for the segments has survived. Mr. Murphy said 50 percent of the funding is contingent on actions

the CHSRA has to comply with by October 14 including the submission of a business plan that is accepted by the Legislature, which is the threshold they have to achieve for the 2012 money. Half of the FY2012 money is guaranteed before the submission and acceptance of that business plan, and the full carryover from 2011 that they can utilize before that date.

Mr. Bigelow said this makes the San Francisco to San Jose blended phase intense in the next four-eight weeks because of submission of the business plan. Mr. Murphy said there will be a lot of attention on the business plan and one issue people will be looking for is how it addresses the design of the system between San Francisco and San Jose.

**Acceptance of Statement of Revenues and Expenditures for May 2011 (TA Item 4b)**

Mr. Whittemore requested again that the Statement of Revenues and Expenses' spreadsheet be reformatted for ease of use. He asked for clarification of Government Accounting Standards Bureau (GASB) 31 on the Interest on Investments page. Mr. Hurley said staff will follow up.

Mr. Whittemore asked if any review of the portfolio has been given for euro/dollar exposure, particularly for the Bank of America amounts. Mr. Hurley said staff will follow up.

Mr. Whittemore asked about a check to S3, Inc., on the Checks Written page of the statement. Mr. Hurley said he thinks this is payment for attending a California Transportation Commission meeting.

**SamTrans Liaison Report – June 8, 2011 (TA Item 8)**

No comment

**REPORT OF THE CHAIR – BARBARA ARIETTA**

- Attended the SamTrans North Base Operations and Maintenance Facility “Dump the Pump” day activities with Ms. Maez, SamTrans Director Zoe Kersteen-Tucker and other staff members. A tour of the facility was provided including a ride in a new SamTrans bus.
- The MTC board approved the final \$5 million needed to complete Caltrain’s FY2012 Operating Budget.
- City of Burlingame Vice Mayor Jerry Deal will be sworn in on July 7 as a new member on the Caltrain Joint Powers Board.

**REPORT FROM STAFF – JOE HURLEY**

- The groundbreaking ceremony for the Highway 101 Auxiliary Lane project – Marsh Road to University Avenue is scheduled for July 20 at 9 a.m. at 190 Independence Drive in Menlo Park.
- On June 15, the California Transportation Foundation awarded the Environmental Enhancement Project of the Year to the TA and Caltrans District 4 for the Foster City Consolidated Wetland Mitigation Project.
- Caltrain’s average weekday ridership for May 2011 compared to May 2010 is up 6.3 percent and revenue increased by 16.4 percent.

**COMMITTEE COMMENTS**

Mr. Shaine said the Belmont pedestrian/bike overpass project shows visible progress. Mr. Hurley said an opening celebration is tentatively scheduled for September.



Ms. Maez said the San Bruno Grade Separation Committee will meet on July 13 at Belle Air Elementary School in San Bruno to update the community on current progress and upcoming activities.

Mr. Hurley said at its July 7 meeting, the TA Board will be recommending a new member to fill a vacant seat on the TA CAC due to the resignation of Austin Mader-Clark.

**Date and Time of Next Meeting**

Tuesday, August 30, 2011 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2<sup>nd</sup> Floor, San Carlos, CA 94070.

The meeting was adjourned at 6:36 p.m.