

**CITIZENS ADVISORY COMMITTEE (CAC)
SAN MATEO COUNTY TRANSPORTATION AUTHORITY (TA)**

1250 San Carlos Avenue, San Carlos CA 94070
Bacciocco Auditorium, 2nd Floor

MINUTES OF DECEMBER 4, 2012

MEMBERS PRESENT: B. Arietta, J. Bigelow, R. Hedges, E. Lasensky, D. Maez, D. Mensing, L. Shaine, L. Simonson, A. Vargas, W. Warhurst, J. Whittemore, G. Zimmerman,

MEMBERS ABSENT: J. Fox, R. Hees, J. Londer

STAFF PRESENT: J. Averill, R. Bolon, C. Chung, C. Harvey, J. Hurley, N. McKenna, M. Martinez, L. Snow

Chair Barbara Arietta called the meeting to order at 4:36 p.m. and Laurie Simonson led the Pledge of Allegiance.

APPROVAL OF MINUTES OF SEPTEMBER 4

A motion (Hedges/Bigelow) to approve the October 30, 2012 minutes was approved (Vargas abstained).

PUBLIC COMMENT

Karyl Matsumoto, TA Board Director, thanked the committee for their service.

ITEMS FOR REVIEW – DECEMBER 6, 2012 TA BOARD MEETING

Railroad Grade Separations Program (San Bruno) (TA Item 11a)

Director, Transportation Authority Program Joe Hurley said the San Bruno Grade Separation Project is primarily funded by Measure A.

Project Manager Rafael Bolon presented:

- Project goal is to improve safety by eliminating conflicts between trains and other traffic between Interstate 380 and San Felipe Avenue.
- The project will separate the grades, partially elevate the track, partially depress Angus, San Mateo, and San Bruno avenues, and construct three dedicated pedestrian-only underpasses.
- The work was broken down into two construction projects. The box culvert construction was completed in October 2010. The grade separation construction is ongoing.
- The project cost is \$147 million, of which \$111.4 million is Measure A funds.
- A bypass is being constructed over the Bay Area Rapid Transit (BART) facility using tie-backs that help to restrain the bypass during seismic activities.
- Mechanically Stabilized Earth (MSE) panels were set in place, then lightweight, a filling that looks like concrete but is much lighter, was laid, and straps made of bars were set in layers throughout the lightweight.
- The area currently being used as a shoofly and for construction trailers will eventually be converted into a parking lot.

- Outreach was done to keep the community informed of the progress and status of the program including weekly construction updates, weekly constituent contact reports to city staff, and construction notices.

Doris Maez said the original cost estimate was \$147 million, but the Quarterly Capital Status Report shows the new estimated cost at \$174 million. She said the current TA contribution is \$113 million but started out at \$89 million and is expected to be \$90 million at the end of the project. She said a councilmember told her there is a renegotiation of the artwork and arch that might be put up at the station and asked for information. Mr. Bolon said discussions are underway regarding the artwork due to the change from a four-track station to a two-track station, and the arch concept is being revisited.

Deputy CEO Chuck Harvey said the numbers refer to funding information, not project cost. He said the project was originally funded at \$147 million with \$111 million from the TA. Since then, about \$19 million in additional external funds became available. The \$174 million in the report includes the additional money that came in, but that is not the cost of the project. The estimated amount at completion is \$152 million. Rain delays, change orders and utility relocations increased the cost of the project from the original estimate, but the end figures are close. Since the additional external funding is now in place, some of the TA money will be returned to the grade separation account for future projects.

Ms. Maez asked why the administrative item went from \$17 million to \$27 million. Mr. Harvey said the project is one year behind schedule and this is the extended overhead to cover that cost.

Elizabeth Lasensky said the bike and pedestrian access was not included in the presentation. Mr. Bolon said there are a number of pedestrian access entrance ramps, staircases and bike lockers. Ms. Lasensky asked if there are passenger drop offs. Mr. Bolon said yes, the main entrance is off of Walnut Street, and shuttle drop offs will be in the same area.

Larry Shaine asked about Americans with Disabilities Act aspects including disabled parking and distances to trains. Mr. Bolon said there are disabled parking spaces, access areas with elevators, and a number of ramps, and the elevators are dedicated for each northbound and southbound platform.

Jim Whittemore said he read in the newspaper that a business owner is suing the TA claiming pile driving damaged his building, and he is suing because the TA is not responding to his complaints. Mr. Bolon said the TA went to the business and took pictures and interacted with the person, but Mr. Bolon is not sure where the situation is at this point.

Mr. Whittemore said there's a statement in the report that reads California High Speed Rail (HSR) is expected to fund and construct the balance of the grade separation and track work. Mr. Harvey said the purpose for that description is because the structure was originally designed as both a two-track and a four-track structure because staff

thought HSR was coming sooner, so the project was designed to be a two-phase project where it could be reconfigured to four tracks when HSR came in. Now that is not going to happen. He said the train should be running on the new grade-separated structure by next summer.

Jim Bigelow said he commends the engineers for coming up with a great solution to the weight load issue over the BART tunnel. He asked what the speed limitation is for an express train coming around the curve in this area. Mr. Harvey said the curve was straightened a little but the speed limit will not be much higher than it is now which he believes is 50 miles per hour.

Ms. Maez asked if the straps hooked into the MSE panels act as rebar. Mr. Bolon said yes, the strap adds tension, stop the walls from pulling apart and add layers to the lightweight material to give it extra strength. Ms. Maez asked if the tie-backs prevent the structure from moving and if that would create extra stress. Mr. Bolon said this type of construction is just in this area, not throughout the entire system, and the straps are designed to give one-quarter of an inch of slack for worst-case-scenario seismic activities.

Authorize Allocation of \$1 Million in New Measure A Highway Program Key Congested Area Funds for the U.S. 101/Peninsula/Poplar Avenue Interchange Project to the City of San Mateo, and \$2 Million in New Measure A Highway Program Supplemental Roadway Funds for the U.S. 101 High Occupancy Vehicle (HOV) Lane Planning Study to the City/County Association of Governments (C/CAG) (TA Item 10a)

Interim Manager of Programming and Monitoring Celia Chung said this is a request to allocate highway funds for these projects. She said in October, the Board approved the Highway Program under which the funding for some projects was programmed but not allocated. Since that time, these two projects for which funds were programmed but not allocated have met the conditions the TA put into place, so now staff is requesting the Board allocate the funds.

Laurie Simonson asked what the study for the Peninsula/Poplar Interchange was about. Ms. Chung said the study is to look at overall interchange improvements to see what would be most optimal. This step will include a more formal document to engage with the California Department of Transportation (Caltrans) to narrow down the alternatives. Ms. Simonson asked if more money would need to be spent on other options or further study if the construction of the median with option 2A solved the problem. Ms. Chung said there are two separate components of the application. One was the study for the overall interchange flow and improvements, and the other was to look at median work for bicycle and pedestrian safety improvements. Ms. Simonson said her understanding was that putting the median in was to address flow and congestion. Ms. Chung said that helps to address part of the problem but there are larger problems in the area that the median itself will not resolve.

April Vargas asked what the threshold is to be considered an HOV. Ms. Chung said two people per car. Ms. Vargas said C/CAG's existing policy doesn't support the conversion of a multi-flow or auxiliary lane and asked if C/CAG can change the

prohibition. Ms. Chung said yes, and that is one of the reasons C/CAG is interested in doing the study so they can make a more informed decision about this policy.

William Warhurst said the information does not explain where the funding comes from. He asked how the TA knows the money to conduct the studies is being spent frugally. He said there is no information about how the costs were estimated. Ms. Chung said these numbers are taken from the highway programming and allocating action the Board approved in October, and the sponsors had to submit very detailed proposals with cost estimates, schedules, work scopes, and other information, and the proposals went through a very vigorous process vetted through the evaluation panel and were reviewed and approved by the Board. That documentation is not provided again in this agenda packet but is available on the TA website. Mr. Warhurst said he asked the same question before the Board approved the programming and allocation because there is not enough information about what the value is for the money or how the figures were derived, and he is not comfortable with the numbers, especially for the HOV lane project. Ms. Chung said the HOV project cost is high because it is very complex and the segment of highway is long, and the project study report engages Caltrans which makes the engineering study more rigorous.

Mr. Shaine said Metropolitan Transportation Commission (MTC) already studied the HOV lane possibilities and asked why the TA needs to spend another \$2 million to study it again. Ms. Chung said the MTC study was a feasibility study that looked at a larger range of potential options, and this study is narrowing it down and getting it refined to a more preliminary engineering level. Mr. Hurley said Caltrans wants more upfront work to be done, looking at design efforts, identifying nonstandard design features, impacts associated with the project, the effectiveness of the mitigation strategies proposed to address the congestion and safety issues, and others, so it is very involved. On other projects in the past, upfront work was not done, and as the designs got underway, big issues were encountered that added to the cost. The cost estimates of these studies are based on similar types of projects and the equivalent levels of effort. The MTC study did not include many of the aspects this study will include, such as the advantages and disadvantages and costs associated with the project. Mr. Shaine asked if the \$2 million was based on bids. Mr. Hurley said it is based on historical data from similar projects and this project will likely encounter a number of nonstandard design features, environmental issues, design challenges, traffic operational analysis reports, and other issues. He said the TA takes their role as stewards of public funds very seriously and if there is an opportunity to spend less money without compromising the quality of the product, staff will make sure it happens.

Ms. Maez said her concern is the auxiliary lanes were just recently finished and there were a lot of accidents and congestion and asked if the study includes these types of impacts from construction including environmental impacts from cars being backed up and emitting exhaust. She said there isn't enough space to add HOV lanes without eliminating a flow-through lane. She said she would like to know if this is just the MTC looking for more projects and if this study is looking at the long-term and short-term impacts of additional construction.

Rich Hedges said the MTC was studying the feasibility of High Occupancy Toll lanes but found they wouldn't work in this county. He said the speed limit should be reduced to 55 miles per hour in certain areas at certain times of the day. He said there are residents who live around Peninsula Avenue who object to the Peninsula/Poplar project.

Mr. Bigelow said there was a technical vetting of the scoring process for the highway projects and these were the projects that were justified and followed the technical reasoning to move ahead. The TA has become better at getting the dollar estimates more accurate. He said the technical people know the study needs to include more in-depth preliminary work.

Ms. Maez said she would like assurance that this study does include the interim impacts of construction. Mr. Whittemore said looking at the San Bruno Grade Separation project one can see a lot of attempts to put in value up front to mitigate harm caused by construction. He said the projects that he has seen through this agency have included those aspects. Mr. Hurley said these details will be addressed in the environmental phase because other data are needed before those questions can be answered. He said these projects will be allocated on a phase-by-phase basis so staff, the CAC, and the Board can do the due diligence necessary before advancing the projects to the next phase.

Mr. Hedges said any time there is construction there will be accidents and delays, and they just have to be put up with if improvements are ever to be made to the system.

Mr. Warhurst said value for the money was not a criteria used to rank the projects. Ms. Chung said applicants use past performance data on similar projects to figure if there was cost effectiveness and value for the money. She said evaluating the value of a study is much harder to do than evaluating the value of a project.

Mr. Bigelow said the Highway Patrol has detailed reports of accidents for auxiliary lanes, C/CAG tracks the flow of traffic before and after the construction, and it is documented what the improvements do. He said he guarantees when the money is spent, the benefits, the time savings, and the accident reduction is seen and there is accountability when the projects are individually completed.

A motion (Bigelow/Zimmerman) to support the allocation of \$1 million for the U.S. 101 /Peninsula/Poplar Avenue Interchange Project, and \$2 million in for the U.S. 101 HOV Lane Planning Study was approved (Maez and Warhurst voted yes for the \$1 million interchange project but no for the \$2 million HOV study).

Chair Arietta suggested these items be split and voted upon separately at the Board meeting.

Update on State and Federal Legislative Program (TA Item 11b)

George Zimmerman said the Assemblyman Kevin Mullin was a very effective member of the CAC in the past.

Capital Projects Quarterly Status Report – 1st Quarter Fiscal Year 2013 (TA Item 11c)

Ms. Maez said on page 16 under the Calera Parkway Project there is no money for construction. She asked if funding is secured for construction. Mr. Hurley said at this time there is no Measure A funds for construction. In October the TA Board programmed funding for the design phase of the project with the conditions that it be environmentally cleared and the city support the advancement of the project. Ms. Maez said under funding, the current contribution is \$2 million more than originally planned. Mr. Hurley said the effort with the environmental process became more involved and the cost went up. The project is almost environmentally approved and staff is confident the funds are sufficient to complete this phase of work. He said the funding is from Original Measure A.

Mr. Whittemore asked why the new Caltrain Electrification Environmental Impact Report (EIR) certification has been postponed. Mr. Harvey said the original Caltrain EIR was completed and staff received a Federal National Environmental Policy Act clearance. Staff did not seek a California Environmental Quality Act clearance because of concern of the impacts of HSR sharing the tracks, and there was some local opposition at the time. With the blended system Memorandum of Understanding (MOU) and the MOU to fund electrification of the project, staff will now restart the EIR. A schedule will come out in a subsequent report, and a notice will be released next month. It should be an 18-month project.

Mr. Whittemore said he thought the San Pedro Creek Bridge Replacement Project scope had changed and the schedule was blown out due to an environmental issue. Mr. Hurley said the project was re-base lined, and justification is noted in the report.

Mr. Whittemore said in the highway section, the projects in the Monitoring and Plant Establishment phase have almost \$12 million left, and asked when this money will come back and be available. Mr. Hurley said staff is still looking at realistic estimation of how much will be required. Mr. Whittemore said he would like beginning and ending dates added to the report to show how long the money has been sitting there.

Mr. Whittemore said there are no bike and pedestrian projects on the report. He said he would like to know where the county is with the Bike Share Project. Mr. Hurley said he would look into it.

Ms. Simonson asked what the RM2 funding was that was pulled from the Dumbarton Preliminary Engineering project. Mr. Hurley said it is Regional Measure 2, the bridge toll.

Approval of Minutes of November 1, 2012 (TA Item 4a)

Chair Arietta said she would like the CAC Chair Report to the Board to be more comprehensive.

Acceptance of Statement of Revenues and Expenditures for October 2012 (TA Item 4b)

Mr. Zimmerman asked what the unbudgeted payout from the Lehman Brother's bankruptcy was.

Manager, Finance Treasury Lori Snow said in 2008, Lehman Brothers declared bankruptcy. The TA participated in the San Mateo County Pool and was affected by

the loss that was taken. The San Mateo County Pool Creditor's Group was cleared through bankruptcy court in March, and in April the TA received the first of five or six payments in the amount of about \$1.5 million. To date, the TA has received \$2.4 million of the \$25-million loss. Staff expects to receive 21 cents on the dollar.

Mr. Zimmerman asked who administers the County Pool. Ms. Snow said county treasurer, Sandie Arnott.

Mr. Whittemore asked if future payments will appear in the report the same way as this report: when the TA gets them, as unbudgeted, and showing an increase in revenues. Ms. Snow said the \$25 million was written off, and since staff does not know when the payments will come in or how much the payments will be for, they will be reflected as revenue boosts. Mr. Whittemore said a footnote with the cumulative amount should be added to the report. He asked if the TA is going to be making any more investments by moving money into TA's portfolio managed by Bill Osher of CSI Capital. Ms. Snow said \$12 million has been approved to be invested once an opportunity is found.

A motion (Simonson/Shaine) to support the report was approved.

SamTrans Liaison Report – November 14, 2012 (TA Item 7)

Ms. Simonson said Caltrain ridership is up but SamTrans is down and asked why that is. Mr. Harvey said the average Caltrain rider makes over \$80,000 a year and is employed in the high-tech or medical industry. The average SamTrans rider makes \$25,000 a year, and the economic recovery is almost jobless in many cases, so there hasn't been growth on the SamTrans side. He said a statistic was released showing that the transit-dependent population has reduced as more families own vehicles. He said the SamTrans Service Plan will increase service where needed and decrease service where it is not needed. Staff will be adopting recommendations to improve the bus services in the spring. He said an example of improved service is the weekend Route ECR, which is a consolidation of Routes 390 and 391 along El Camino Real. This has resulted in a 2.4 percent increase in ridership.

Chair Arietta asked if there will only be one more public hearing. Mr. Harvey said there will be additional outreach meeting with the public, talking about the plan, and getting input. Staff will also call for a public hearing so individuals can testify in front of the Board. Chair Arietta said the constant comment she hears is that the people who use the buses are commuters who work during the day and are not available during afternoons to attend a public hearing. Mr. Harvey said the Board sets their meeting day and times and he is not able to change that.

Ms. Lasensky asked what is being done about the on-time performance (OTP) for Caltrain. Mr. Harvey said Caltrain has had dismal OTP over the last four months. He said there have been issues with fatalities, trees blowing down, mechanical breakdowns, and the new operating contractor. He said the entire staff is looking at the issue and they debrief with the operating contractor every morning. He said for the month of November, Caltrain achieved a 91 percent OTP and the service is heading back toward the 95 percent standard. He said there was a car strike and a pedestrian

fatality in November, and if those incidents were not included, the OTP would be at 95 percent. He said this is a focus area for staff and the operator.

Ms. Lasensky asked about the new messaging system for notifications about late trains. Mr. Harvey said the new system is not fully operational yet. The predictive arrival and departure system is in the testing phase but should be operational by the spring of next year. It won't work for catastrophic events because those delays are not predictable, so those updates must be made manually. The system will be upgraded for more efficient manual updates. Ms. Lasensky said the trains only have a small number on the front, so there is no way to know which train is at the station. Mr. Harvey said the new system will display the train identification number on the message board.

Ms. Lasensky said SamTrans refuses to participate in a Go Pass for employers to offer employee passes at discounted rates. She said Santa Clara Valley Transportation Authority has them, and she can get discounted transit for the Dumbarton Express, but not for SamTrans. She said this would increase ridership. Mr. Harvey said staff has looked at the figures for Eco Pass programs and SamTrans would lose a substantial amount of money. He said SamTrans does offer a very deep discount of nearly 50 percent for monthly passes on SamTrans. He said a two-zone monthly Caltrain pass will give customers unlimited free rides on SamTrans buses. Ms. Lasensky asked if the Go Pass will get her anything on SamTrans. Mr. Harvey said no, because the Go Pass is already heavily discounted at 80 cents on the dollar.

Ms. Maez said she heard from a transit-dependent customer who went to attend a SamTrans meeting but when she and other customers got there they found that the meeting was cancelled. Ms. Maez said it is a hardship for these people to get to these meetings. She asked what the process was for notifying people that the meeting was cancelled. Mr. Harvey said the city forgot to reserve a meeting room so when SamTrans staff arrived to hold the meeting, the doors were locked and staff did not have access to the room. He said a subsequent additional meeting was held.

Mr. Hedges said it would be good if SamTrans would allow walkscore.com to access SamTrans data so customers could access it through that site. He said he would like the buses to have global positioning systems (GPS) so customers can get information through nextbus.com. Mr. Harvey said every bus does have GPS and the data is being fed to 511.org at MTC. The arrival information can be retrieved over the phone by calling MTC. This is currently in the final beta testing phase. He said nextbus.com is extremely expensive but he will be meeting with their representatives to learn more about their services.

Daniel Mensing left at 6:15 p.m.

REPORT OF THE CHAIR – BARBARA ARIETTA

Chair Arietta reported:

- Daniel Mensing, Jim Bigelow, and George Zimmerman were appointed to the nominating committee to nominate officers for 2013.
- The Smart Corridor Project groundbreaking took place on November 6.
- The U.S. 101 Auxiliary Lane ribbon cutting will be on December 5 in Menlo Park.

- Pacifica's Devil's Slide Shuttle Ribbon Cutting Ceremony was on December 1.
- State Senator Jerry Hill and Assemblyman Kevin Mullin were sworn-in on December 3.
- At the swearing-in ceremony, Senator Leland Yee gave a eulogy for Mike Nevin, a former San Mateo County Supervisor who was on the Peninsula Corridor Joint Powers Board and the SamTrans Board. Mr. Nevin was dedicated to helping humanity including distressed families and children. Services will be held on December 6 and the funeral mass is on December 7. His family has asked that contributions be made to the Service League of San Mateo County.

REPORT FROM STAFF – JOE HURLEY

Mr. Hurley said he appreciates the TA CAC members. He said this is the time to reflect on the accomplishments over the past year. He said the members can look back proudly at what has been accomplished working toward the betterment of San Mateo County.

- An additional \$21 million became available for highway projects, and almost \$80 million in total was programmed / allocated to 23 different highway projects.
- An MOU was supported for the early investment strategy for the Caltrain system.
- The TA funded signaling and communication system upgrades along the peninsula.
- Twenty-nine different shuttle services were funded.
- The Alpine Road Bike Project was funded and is moving forward.

MEMBER COMMENTS/REQUESTS

Mr. Whittemore said the process of programming and then later allocating funds is excellent. He said event flyers should include directions to the events via public transit or biking/walking in addition to driving. He said at the next meeting he would like to know what the policy is regarding how much information the agency retains on its Twitter account, and he wants to know how Twitter messages will be coordinated with the message boards for the message system. He said Clipper Cards are old enough that there should be dormant accounts, and since there is a mandatory balance requirement of \$1.25 he would like to know when the \$1.25 will expire, who holds it, and who is making interest on it. Mr. Hurley said the TA is not the appropriate place to ask those questions and he can direct Mr. Whittemore to the appropriate party.

Mr. Whittemore said he would like to receive TA records in their original format instead of in Portable Document Format (PDF).

Mr. Hedges said he heard the Lowe's in South San Francisco may be converted into a Walmart and that would drop 10,000 cars next to the train station, and he is very worried about it.

DATE, TIME AND PLACE OF NEXT MEETING

Wednesday, January 2, 2013 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

The meeting adjourned at 6:32 p.m.