

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

MINUTES OF OCTOBER 1, 2013

MEMBERS PRESENT: B. Arietta, J. Baker, J. Bigelow, J. Fox, R. Hedges, J. Londer, D. Lujan, D. Maez, D. Mensing, L. Simonson, W. Warhurst, J. Whittemore, A. Vargas

MEMBERS ABSENT: R. Hees, L Shaine

STAFF PRESENT: J. Averill, S. Bhatnagar, A. Chan, J. Hurley, J. Slavitt

Chair Barbara Arietta called the meeting to order at 4:30 p.m. and Daina Lujan led the Pledge of Allegiance.

APPROVAL OF MINUTES OF SEPTEMBER 3, 2013

A motion (Londer/Bigelow) to approve the September 3, 2013 minutes was approved.

PUBLIC COMMENT

None

ITEMS FOR REVIEW – OCTOBER 3, 2013 TA BOARD MEETING

Acceptance of Statement of Revenues and Expenditures for August 2013 (TA Item 4b)

Rich Hedges said there is a \$6 million payback from Lehman Brothers on the statement. He said he thought the total amount lost was \$26 million and asked what the overall loss was for the county. Joe Hurley, Director, Transportation Program, said the TA's total loss was about \$26 million but wasn't certain on the total loss to the county.

John Fox arrived at 4:34 p.m.

Jim Whittemore said this was discussed at the last Board meeting. He said Supervisor Don Horsley said the county is still pursuing Ernst and Young.

Mr. Whittemore said the TA received this moderately unexpected, unbudgeted windfall and it will pass through the financial reporting for the next 23 months and make it appear to be wonderful when it is a one-time event. He said in the staff report under significance, there is an obligation to state the net number of performance instead of just the percentage. Showing just the percentage will deter accurate assessment. Mr. Hurley said this concern was passed to the financial department for their review.

Mr. Hedges said the Board minutes report of the recovery of \$62 million and the TA would realize \$10 million. He said there's a discrepancy between what the TA got back and what Supervisor Horsley said at the meeting. Mr. Hurley said staff will provide a summary of the Lehman Brothers settlement specific to the TA.

A motion (Whittemore/Londer) to support the Statement of Revenues and Expenditures for August 2013 was approved.

Program Report: Dumbarton Corridor (TA Item 11c)

April Chan, Executive Director, Planning and Development, said the last time this was reported on, staff was continuing work on the Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) and work was completed on that project late last year. At the same time, Alameda County's Measure B1 to collect sales tax funds for this project did not pass, so it did not seem like this project was going to be able to move forward. Cost estimates were between \$700 million and \$800 million, but all funding sources amounted to less than \$350 million. The Federal Transit Administration (FTA) has stated without a robust funding plan, they would not issue a Record of Decision. Staff has decided to put the project on hold indefinitely because it does not have a funding plan that the FTA would accept.

Ms. Chan said this project was slated to get Regional Measure 2 (RM2) funding, so the Metropolitan Transportation Commission (MTC) wanted to know what the project status is and what the TA will do with the \$35 million in RM2 funds that were set aside.

Ms. Chan said staff has been working with the regional stakeholders including Alameda, Capital Corridor, Santa Clara Valley Transportation Authority, and various cities to find other smaller-scale projects to advance that would help relieve congestion in the corridor. Staff intends to respond to the MTC in early November.

Ms. Chan said in December 1998, the TA Board transferred \$50 million from the grade separation category for the Dumbarton Project. Staff will bring a recommendation to the Board to decide what to do with that funding.

Doris Maez asked why MTC gave the TA such a short timeline. Ms. Chan said the request came in May but staff has been working on this project and it has been a difficult process working with so many cities to determine what other projects to submit. Ms. Maez asked if the Original Measure A money that came from the grade separation category could go back into the grade separation program. Ms. Chan said that is the category it would go back to.

John Fox said the Coast Guard was concerned the bridge was a hazard to navigation and asked what the status was of preserving future use of the bridge without losing the unique rail structure. Ms. Chan said staff believes it is important to preserve the bridge for future transportation in the corridor and will communicate that to the Coast Guard. Mr. Fox asked if there is any engineering expense to stabilize or preserve the structure to prevent larger costs later. Mr. Hurley said he is not aware of any need or plans to ensure the structural integrity of the bridge but understands the owner is responsible for maintaining the navigational lights for safety purposes.

Jim Bigelow said it is critical to keep the \$35 million from RM2 in the corridor. He said it has been 25 years since this started and \$19 million was spent on the EIR/EIS. He said if the EIR/EIS is not going to be circulated it would be fair to have executive summary to show that it is possible to mitigate the rejuvenation of the rail and put it into service.

There needs to be some awareness that this project is not dead while Caltrain Modernization is underway. He asked what would happen if the \$50 million is put back into the grade separation category and it is later decided that money is needed for Dumbarton. He said there is \$35 million from the New Measure A to deal with the mitigation in Menlo Park to build a station because he said Facebook is going to have 9,000 employees in that area. He said it would be good to address keeping the \$35 million aggressively, keeping the policy committee going, monitoring the bus service on the corridor project, and what policies are in place for using the \$35 million.

Ms. Chan said staff will have to see how the language was written to determine what can be done with the \$35 million for Menlo Park. If the Dumbarton Project was revived and the \$50 million is redirected to grade separations, staff would have to take a comprehensive look at how funding sources would come together and redirect money from other categories. She said it would be helpful to retain the Policy Advisory Committee (PAC) for the Dumbarton Project to monitor the bus service. Mr. Bigelow said Newark and East Palo Alto have completed their station area plans. Menlo Park has not, but Menlo Park is looking at two possible stations. He recommends having staff go to cities and agencies that are partners to explain the technical and mitigation aspects. Ms. Chan said she would look into it.

Jeff Londer asked how long the EIR/EIS is good for. Ms. Chan said generally three years, which is why staff decided not to spend any more money on the project until a definitive funding plan is in place.

Mr. Hedges said MTC shifted \$90 million of RM2 money to Bay Area Rapid Transit (BART). That was supposed to go to east/west transit. He said he remembers a report that said the Coast Guard will force the removal of the bridge structures if the railroad project does not advance eventually. Ms. Chan said the last correspondence with the Coast Guard was two years ago and the response was that the TA was pursuing the project and needed to preserve the bridge for transportation. She said she would give them the same answer if they approached staff again.

Mr. Whittemore asked how long the \$35 million has been set aside with MTC for this project. Ms. Chan said it has been 10 years. Mr. Whittemore said RM2 has requirements for timeliness for allocated money. He asked if the TA is in violation of the spirit of RM2 by holding onto a pool of \$35 million. Ms. Chan said the money was approved by voters to build transportation projects and the MTC wants to know what the plan is for that money because they want to make sure it is put to good use.

Mr. Whittemore asked if the foundations of the bridge are seismically safe. Mr. Bigelow said engineers looked at the existing swing bridges, and divers looked at the foundations and decided the bridge needed to be retrofit. He said the cost to retrofit was close or equal to replacing it with a new bridge. He said this is in the EIR/EIS but if the document is not circulated no one will have the answers. Mr. Whittemore said he would like to see an executive summary as well.

Mr. Hedges said there are many competing forces for this money and if the TA lets this money just sit, other people will try to get to it.

Public Comment

Adina Levin, Friends of Caltrain, thinks bus service should be extended to Redwood City. She said there is a new housing development going in and the closest business district is downtown Redwood City. She said the corridor is going to get more congested. She wondered if any other entities have asked for the bus service to run on weekends because she would use it. She said Menlo Park and Facebook are working on completing a missing part of the Bay Trail, but there is no plan about what to do with the tracks where the trail would cross. She wondered what can be done to work with the cities to complete the Bay Trail if the tracks are not going to be used in the near term. She said Caltrain is positive about moving towards level boarding and when they purchase train cars it would potentially increase ridership by 5 percent. She said this would include upgrading platforms, and this may be a good area to spend any funding that becomes available.

Pedestrian and Bicycle Funding Sources (TA Item 11a)

Joel Slavit, Manager, Programming and Monitoring, presented:

- Pedestrian and bicycle needs can be segmented into four general categories:
 - Pedestrian and bicycle master plans, which can be prepared at a regional, countywide, or citywide level
 - Capital infrastructure improvements to enhance walking and bicycling conditions. New capital projects can include studies, environmental, design, engineering and right of way work
 - Maintenance and rehabilitation
 - Operational activities such as operating a bike station, safety education and outreach programs
- Funding programs include Measure A, Transportation Development Act Article 3 (TDA Article 3), and Federal One Bay Area Grants (OBAG).
 - Measure A:
 - Per the TA Expenditure Plan, funds are to provide funding for the construction of facilities for pedestrians and bicycles.
 - Funding from this program can also be used for preconstruction project activities such as planning and design
 - Three percent of Measure A funds is dedicated to this program.
 - TA allocates and administers funds to the program.
 - Calls for projects (CFP) are issued every two years. Sponsors have up to five years to complete work from the time the funding is awarded.
 - Other Measure A funding programs that also can be used for pedestrian and bicycle needs include:
 - Local Streets and Transportation
 - Highway
 - Alternative Congestion Relief
 - TDA Article 3:
 - Can be used for final design and construction of capital pedestrian and bike projects. A limited amount is eligible to be used for maintenance, the preparation of bike and pedestrian plans and bike safety education programs.

- Funding comes from a statewide sales tax and county tax on diesel fuel.
- The City/County Association of Governments (C/CAG) administers the funds. Recommended projects are submitted to MTC for approval.
- Approximately \$500,000 is generated from this program.
- CFPs are issued every two years.
- OBAG:
 - Approximately \$11 million is available for Fiscal Years 2013-2016.
 - The funds are primarily for capital projects but outreach and education activities are eligible.
 - There is an 11.5 percent match requirement.
 - Seventy percent of the funds are for priority development areas.
 - C/CAG is the administrator and recommended projects are submitted to MTC for approval.
- There are other funding programs available for bike and pedestrian projects at the regional, State and Federal levels. Many of these programs are in the process of being consolidated per Moving Ahead for Progress in the 21st Century (MAP-21).
- Approximately \$125 million will be available.
- The Safe Routes to School Program is regional, separate from State and Federal. C/CAG passes about \$1 million annually to the County Office of Education for schools in San Mateo County for education, encouragement, evaluation, engineering, and enforcement activities.

Laurie Simonson asked if TDA Article 3 is also for preconstruction including design and planning. Mr. Slavitt said only final design because the environmental clearance needs to be complete.

Ms. Simonson asked when OBAG will release the next program. Mr. Slavitt said in the next three years because the cycles are about every four years.

Ms. Simonson asked if Safe Routes to Schools is administered by C/CAG. Mr. Slavitt said MTC passes funds through to C/CAG who combines them with Measure M funds and passes them to the County Office of Education. Ms. Simonson asked if the applicants must be academic institutions. Mr. Slavitt said yes.

Ms. Lujan said funding is available for any institution that serves San Mateo County students. There is a recreation department that is also funded from this program.

Mr. Bigelow said the TA uses \$2 million of Measure A for bikes and pedestrians in addition to annual allocation as part of a project for other transportation purposes that accommodate bikes and pedestrians. He said the amount spent on bikes and pedestrians is really much larger than \$2 million and he encourages bicyclists to be thankful that other monies come into their pot that maximizes projects.

Mr. Fox said he would be interested to see a brochure or web material that shows the kinds of projects that have been funded and completed through this mechanism. He

said it would help municipalities that apply for these projects. He said it could be used as a way to let transportation and city people know about the programs, the value and successes. Mr. Hurley said a presentation with that information is the next item on the agenda.

Mr. Whittemore said the OBAG funding is already allocated so there is nothing else available until 2016. Mr. Slavitt said the next CFP is coming up.

Public Comment

Adina Levin, Menlo Park, said an all-in-one type of brochure for people at the local level who are trying to advocate at a local community would be helpful. She asked if there are overall goals in the county to have a percentage of bike mode share. She asked if there is any way to keep track of results and achievements for the goals and a way of summarizing and reporting achievements that can help people see that the money is being used for good outcomes.

Pedestrian and Bicycle Program Report – First Funding Cycle (TA Item 11b)

Mr. Slavitt presented:

- In July 2011, \$1.9 million for five preconstruction only activities and \$2.6 million for 11 preconstruction and construction activities were programmed and allocated.
- The geographic distribution of the 16 projects was three to North County, six to Mid-County, four to South County, and three to the Coastsides.
- TA funding agreements are for five years and all must be expended by July 2016.
- Projects funded for the preconstruction phase:
 - Burlingame Avenue pedestrian and bike improvements
 - Pedestrian and bike overcrossings at U.S. Highway 101 in San Mateo, San Carlos, and East Palo Alto
- Projects that include funding for the construction phase:
 - Coastsides Route 1 trail improvements in Half Moon Bay
 - Bikeway striping and signage projects in Burlingame and San Mateo
 - Mid-block crossing projects in Daly City and Woodside
 - Highway 1 multiuse trail extension in Half Moon Bay
- Lessons learned:
 - The community input process for complex projects can take an extended amount of time.
 - Workloads in many cities can be high and pedestrian and bicycle projects may not always be the highest public works priority.
 - Extra time can be added to a project obtaining regulatory approvals due to regulatory agency resource constraints.
 - With the next CFP, an emphasis is needed on project readiness.
 - The TA and C/CAG conducted joint CFPs and used two separate evaluation panels, which added an extra level of complexity. This cycle, the timing of TA Measure A and C/CAG TDA Article 3 CFPs is different. Separate CFPs will be conducted.
 - TA staff is recommending representation from the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) on the TA scoring committee.

- Next steps include:
 - November 2013: refine and review evaluation criteria for the second cycle CFP with the TA Board subcommittee
 - December 2013: Present evaluation criteria to the Board
 - Winter 2014: Release CFP
 - Spring 2014: Board approval of projects

Mr. Whittemore asked if C/CAG will invite someone from the TA CAC to be on the evaluation panel of the next CFP since the TA subcommittee will invite someone from the C/CAG advisory committee to be on the TA's evaluation panel. Mr. Slavit said he will look into it.

William Warhurst said there is more to evaluating projects than just selecting how to best spend the money. He said it is also about how much should be spent on the projects with the highest priority. He would like to see information about the process to ensure the TA is bringing as much value as possible for the money spent. He said he looks with an untrained eye at how much the TA spends on projects and it doesn't seem like it could possibly cost that much. He said he would like to know what staff does to save as much money as possible by being tight with funds that are provided. Mr. Slavit said part of the evaluation criteria is to leverage Measure A dollars, and the TA looks at how realistic the cost estimate is when evaluating these projects.

Mr. Warhurst said he has not heard about how the TA makes sure a project really costs what the estimate says it will and that there is no way to save money and get the same results. He said that needs to be a critical evaluation criterion.

Ms. Simonson asked if someone from the TA CAC could be on the TA Board subcommittee. Mr. Hurley said the role the TA CAC plays is in this forum and this venue as an advisory committee to the Board.

Mr. Whittemore said he brought it up because a member of the C/CAG CAC would be on the TA Board subcommittee. Mr. Slavit said it was a member of the BPAC to sit on the scoring evaluation panel, not the subcommittee.

Ms. Simonson said TA CAC comments can't be included because the TA CAC gets the information too late in the process to be able to participate.

Mr. Bigelow said C/CAG will hire a full-time bike person to relay to cities and counties opportunities to fund projects and work with local agencies on projects of mutual interest in the bike and pedestrian area.

Mr. Fox said the last cycle's evaluation criteria were numerically intensive and the programs got ranked. He said the highest scoring projects got awarded no matter what the dollar amount of the project was. He said he suggests that the numeric criteria should be value for the money. He said to take the number of points for the project and divide it by the cost. He said this way more inexpensive projects of high value could be awarded rather than awarding only to a few expensive projects.

Ms. Maez asked if a pedestrian bridge over El Camino Real in San Bruno is a possibility worth pursuing. Mr. Slavitt said projects are scored under merit and if they rank high enough after being evaluated against the criteria then they could potentially be funded.

Ms. Lujan asked when work isn't completed in-house if grantees are required to release a request for qualifications or proposals to justify why they are spending dollars with a specific vendor. Mr. Slavitt said that has not been a requirement in the past.

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

Shweta Bhatnagar, Government Affairs Officer, said:

State:

On September 12, the State Senate and Assembly adjourned for the rest of the calendar year.

Senate Bill (SB) 557 was signed into law. This bill will ensure \$600 million of Proposition 1A high-speed rail funding will be allocated to the Caltrain Modernization Program.

Assembly Bill (AB) 797 was signed into law. This bill will allow the San Mateo County Transit District and the JPB to use the Construction Management/General Contractor project delivery approach for transit projects.

AB122 temporarily exempts transit employees from the State's pension reform law. The exemption allows the United States Department of Labor (DOL) to release Federal transit funding and it allows for the allocation of Federal funding to continue while the State and DOL pursue a legal remedy to the perceived conflicts between the State's pension reform law and Federal collective bargaining protections. It has been enrolled and is waiting the governor's signature.

SB557 was amended to exempt transit contract operations but retained language that would apply to the disclosure to health and safety services, which could mean private security services retained by transit agencies would be required to use the disclosure. The bill has received opposition and is now being held and will be a two-year bill.

SB1 authorizes local governments to establish sustainable community investment authority and direct tax increment revenues to address blight by supporting transit project areas, small walkable communities and clean energy manufacturing sites. This bill was a response to the elimination of redevelopment agencies and was held and will be a two-year bill.

SB731 addresses California Environmental Quality Act (CEQA) reform. Over 30 bills regarding CEQA reform were introduced and SB731 became the primary vehicle. The bill ended up with only minor reforms and received opposition from business and public agencies. The bill has become a two-year bill.

SB743 addresses expediting CEQA for the new arena in Sacramento for the Sacramento Kings. The bill has some provisions that impact transportation agencies. It

includes language to expand the definition of infill opportunity zones to allow local governments to opt out of level of service requirements in infill areas. The bill lays the groundwork for additional CEQA reform when the Legislature returns from its interim recess. It was signed by the governor.

The TA's delegation was extremely supportive with the TA's positions on the bills and supported the TA's position 96 percent of the time.

Federal:

One-third of United States Department of Transportation employees were forced to take mandatory furlough due to the government shutdown. The FTA is almost completely shut down. No grants, cooperative agreements, or contracts are being processed. The Federal Railroad Administration is closed but maintaining safety presence. There is no indication when shutdown will end. The government will reach its statutory debt limit on October 17.

Ms. Bhatnagar said there are two Caltrain 150th Anniversary Celebrations. One is in Menlo Park on October 19 and will be like a fair. The second is in January and will be a more formal event.

Daniel Mensing left at 6:09 p.m.

Authorize Award of Contract to ICF Jones & Stokes, Inc, HDR Engineering, Inc., and The Louis Berger Group, Inc. in the Estimated Aggregate Not-to-Exceed Amount of \$350,000 for a Three-Year Term for On-Call Environmental Planning (TA Item 10a)

Chair Arietta said the resolutions and staff reports for the two contracts on the agenda refer to additional-year options and said those options should be included in the original approval or be taken as separate actions.

John Fox left at 6:11 p.m.

Mr. Hurley said these are on-call contracts that give the agency access to the consultants if the need arises. These are set up as three-year contracts with two one-year options. There is a dollar amount associated with the first three years, and a dollar amount associated with each of the additional one-year options.

Chair Arietta said the two one-year options as written in the resolution should be written in the approval. Mr. Hurley said the contract is for three years, and after the three-year period the executive director could execute the option term for another year, and after that one more year if he felt it was in the TA's best interest.

John Baker asked if any of the vendors are guaranteed any specific amount of the \$350,000. Mr. Hurley said no, the TA has complete discretion.

April Vargas asked if there would be subsequent Board action after the first three-year term. Mr. Hurley said no.

Mr. Whittemore said one of the firms has the single largest settlement with the Federal government at \$69.8 million for lying about procuring under government contracts in

Iraq and Afghanistan. He said another one of the firms is in trouble for failing to execute properly in Hurricanes Irene and Sandy. He said in the future it would be helpful if for each firm there was more information about how long the firm has been under contract, how much they have been paid under previous contracts, and one or two significant projects they have worked on.

Ms. Maez asked what kind of mechanism there is to confirm there are Small Business Enterprises (SBE) and Disadvantaged Business Enterprises (DBE) on the teams of the contractors. Mr. Hurley said the TA has a proven track record in being aggressive in the effort to get DBEs and SBEs involved in contracts.

Mr. Baker said he is voting no because he thinks the extension should be voted by the TA Board and not be a decision by the executive director. Chair Arietta said she agrees.

A motion (Hedges/Londer) to support the authorization of the award of contract to ICF Jones & Stokes, Inc, HDR Engineering, Inc., and The Louis Berger Group, Inc. in the estimated aggregate not-to-exceed amount of \$350,000 for a three-year term for on-call environmental planning and to support the authorization of the executive director or designee to exercise up to two additional one-year option terms with the firms for up to \$87,500 for each option term, to be shared in the aggregate among the three firms, if it is deemed in the best interest of the TA, was approved (Arietta/Baker voted no).

Authorize Award of Contracts to CDM Smith, Inc., Fehr & Peers, Inc., HNTB Corporation, and STANTEC Consulting Services, Inc., in the Estimated Aggregate Not-to-Exceed Amount of \$1.5 Million for a Three-Year Term for On-Call Transportation Planning (TA Item 10b)

A motion (Hedges/Bigelow) to support the authorization of the award of contracts to CDM Smith, Inc., Fehr & Peers, Inc., HNTB Corporation, and STANTEC Consulting Services, Inc., in the estimated aggregate not-to-exceed amount of \$1.5 million for a three-year term for on-call transportation planning and to support the authorization of the executive director or designee to exercise up to two additional one-year option terms with the firms for up to \$375,000 for each option term, to be shared in the aggregate among the four firms, if it is deemed in the best interest of the TA, was approved (Arietta/Baker voted no).

Approval of Minutes of September 5, 2013 (TA Item 4a)

No discussion.

REPORT OF THE CHAIR – BARBARA ARIETTA

See attachment for Chair Arietta's complete report.

Chair Arietta said someone asked her if the Calera Parkway Project has been killed because of a faction in Pacifica. She asked for an update on the project. Mr. Hurley said a lawsuit was filed on the project and it has to play its course. The project is not dead.

REPORT FROM STAFF – JOE HURLEY

Mr. Hurley said it was called to staff's attention that a pass up occurred on SamTrans Route 17 on the Coast on a Tuesday in September where a bus had to leave kids at a bus shelter because there was not enough capacity on the bus to safely transport all the kids who were waiting. He said staff assessed the situation and found that it had to do with a schedule change for the school district on Tuesdays that loaded the system more than usual. Staff monitored the situation and inserted a cutaway bus to add capacity. There was sufficient capacity on the main bus to accommodate the kids at the stop and the cutaway was not needed and discontinued. Staff is unsure if it was an anomaly that day, but will monitor the situation and act appropriately if this is a recurring issue.

MEMBER COMMENTS/REQUESTS

Mr. Londer said the Caltrain station announcements are not working properly.

Ms. Lujan said the Burlingame Avenue Project is moving along quickly and is very exciting. She said the new bridge and the tunnel are beautiful. She said October 9 is International Walk to School Day.

Ms. Maez said George Zimmerman sends his regards. She said a small gas line was disrupted by the contractor at the San Bruno Grade Separation causing a delay in train service and temporary closure of San Bruno Avenue. Construction is moving along and it will be nice for people on First Avenue when that project is complete.

Mr. Hedges said he thinks the TA should get a presentation on the proposed Brisbane development because it is massive and there will be jobs and housing created. He said this development will be at the center of the culmination of the Third Street Rail Line and the movement of the Caltrain station. Mr. Hurley said it was presented to the TA CAC last year.

Chair Arietta said she would like an update on what San Francisco is doing with the Caltrain railyards.

DATE, TIME AND PLACE OF NEXT MEETING

Tuesday, November 5, 2013 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

The meeting adjourned at 6:40 p.m.

Averill, Joshua

From: Barbara Arietta <barietta@hotmail.com>
Sent: Wednesday, October 02, 2013 7:35 PM
To: Averill, Joshua
Subject: ***CAC chair's Report to CAC 10/1/13***

Chair's Report:

1. Ten draft interpretive panels for the Devil's Slide section of the California Coastal trail have been developed and will be shared with the San Mateo County Park and Recreation Commission at their meeting on October 3, 2013. Public feedback is being solicited this time either by attending and commenting directly to the Commission at their meeting or by sending comments in writing to sherzberg@smcgov.org before the October 3, 2013 meeting so that they can be distributed to the Commission members.

These interpretive drafts were posted to the county website at www.eparks.net on September 30, 2013.

2. There will be a forum on October 14th on topics including faster service and more capacity for Caltrain and the opportunities and challenges of level boarding and platform height. The panelists will be:

Marian Lee, Executive Officer for Caltrain Moderniation

Bryan Dykes, Transbay Transit Center Project

Ben Tripousis, Northern California Regional Director, California High Speed Rail Authority

Clem Tillier, Caltrain/High Speed Rail Compatibility Blog

Forum will be held at Mountain View City Hall at 6:30 p.m.

3. As of September 17th there is a new mobile website for Clipper card. <https://m.clippercard.com> giving customers an easy on the go way to manage their Clipper Card accounts. Customers will have the convenience of checking their card balance, adding fare products to their cards, registering their cards and ordering new cards, all using a mobile phone. The main website will detect when a user accesses the website from a mobile phone and re-direct the user to the mobile web-site. Now patrons can do everything on the mobile website that they could do on the main website.

Barbara Arietta
Chair, SMCTA/CAC