

**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 NOVEMBER 5, 2013**

**MEMBERS PRESENT:** B. Arietta, J. Baker, J. Bigelow, R. Hedges, R. Hees, J. Londer, D. Lujan, L. Shaine, W. Warhurst, J. Whittemore

**MEMBERS ABSENT:** J. Fox, D. Maez, D. Mensing, L. Simonson, A. Vargas

**STAFF PRESENT:** J. Averill, L. Bhuller, A. Chan, E. Goode, J. Hurley, R. Lobo, J. Slavit, L. Snow

Chair Barbara Arietta called the meeting to order at 4:34 p.m. and Jim Whittemore led the Pledge of Allegiance.

**APPROVAL OF MINUTES OF OCTOBER 1, 2013**

Chair Arietta said Doris Maez e-mailed a request to change the 3<sup>rd</sup> paragraph on page 11 under Member Comments. She would like change "and San Bruno Avenue has been closed for construction" to "causing a delay in train service and temporary closure of San Bruno Avenue."

A motion (Hedges/Bigelow) to approve the October 1, 2013 minutes as amended was approved.

**PUBLIC COMMENT**

None

**ITEMS FOR REVIEW – NOVEMBER 7, 2013 TA BOARD MEETING**

**Acceptance of Statement of Revenues and Expenditures for Fiscal Year Ending June 2013 (unaudited) (TA Item 4b)**

Larry Shaine asked why there is a spike in the staff projections of administrative expenses.

Ladi Bhuller, Manager, Budgets, said the administrative expenses were under budget due to three items: staff support, legal, and software maintenance and license costs. She said the variance in staff support was because staff had charged their time to the other agencies. The surplus in legal and software maintenance and license support costs was because less service was required than anticipated.

A motion (Londer/Whittemore) to accept the statement of revenues and expenditures for Fiscal Year (FY) ending June 2013 was approved.

**Acceptance of Statement of Revenues and Expenditures for September 2013  
(TA Item 4c)**

Mr. Whittemore asked why oversight is up so high coming in at 182 percent. Joe Hurley, Director, Transportation Authority Program, said there is a lot of front end work that gets done including preparation for Calls for Projects (CFP). Those charges hit on oversight line item and the costs would be incurred on the front end of the program. Now that the initial wave of the CFP is over the TA will start incurring the costs of the projects that were allocated as part of the CFP.

A motion (Hees/Londer) to accept the statement of revenues and expenditures for September 2013 was approved.

**Authorize Acceptance of Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended September 30, 2013 (TA Item 10a)**

Chair Arietta said Bill Osher of CSI Investment is unable to attend but he will attend in December to present this item.

Mr. Whittemore asked if there is an explanation for why the Federal mortgage obligations are flowing through as cash obligations. Lori Snow, Manager, Treasury, said it is an interest payment and it arrived on the first when the books are being closed, so to ensure it was not double counted or not counted at all it was shown as cash in the money market.

A motion (Shaine/Whittemore) to accept the Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended September 30, 2013 was approved.

**Review the Program of Projects for Transmittal to Metropolitan Transportation Commission (MTC) for Dumbarton Rail Regional Measure 2 (RM2) Funding (TA Item 11a)**

April Chan, Executive Officer, Planning and Development, said the administrative draft of the Dumbarton Rail Project Environmental Impact Report (EIR) and Environmental Impact Statement was put on hold because of a deficient funding plan. MTC wanted an implementation plan regarding RM2 funds. Staff has been working with the Alameda County Transportation Commission and the cities of Menlo Park, East Palo Alto and Redwood City to determine what kind of projects could be beneficial for the corridor. The list of projects exceeds the \$34.7 million that is available so prioritization was done to identify projects that support the existing Dumbarton Express Bus Service, could be implemented relatively quickly, and would help to relieve congestion in the corridor. Priority one projects are to replace the existing fleet of buses, study some enhancements to the service, and transit signal enhancements to improve the running times of the buses along the corridor. Priority two projects are adding possible transit centers to be serviced by the Dumbarton Express Bus. These projects add up to the \$34.7 million that is available.

Ms. Chan said in 1998, Measure A funding was moved from the Grade Separation Category to the Caltrain Improvement Line for the Rapid Rail Study to benefit Dumbarton Rail. Staff is determining how much funding is remaining and will come back with recommendations about what should be done with that funding.

Rich Hedges said the M Line is funded with RM2 money and service has been reduced. He said the area it serves will be a job growth area but on many occasions there was no enough staff to provide the service. Ms. Chan said this line is run by AC Transit and it is not Dumbarton money. Mr. Hedges said it still comes from RM2 funding for cross-bay transit. He said he would like to see that line get fixed. Ms. Chan said the MTC has asked the TA to submit plans for the Dumbarton line. Mr. Hedges said it comes from the same pot of RM2 funding and they are related.

Mr. Shaine said at least one private shuttle goes across Dumbarton for Stanford. He asked if there is an opportunity to coordinate that shuttle with the express buses and then use Stanford as a source of funding. Ms. Chan said there is a need to beef up the existing east to west service. She said this request to MTC includes asking for funding to conduct a study to enhance transportation services across the corridor. She said it is in the realm of studying what other opportunities there are. Mr. Shaine said Stanford is in Santa Clara County and asked if that will be studied. Ms. Chan said this is to connect the East Bay with Redwood City, Menlo Park, and East Palo Alto. She said one bus line does connect up with Stanford.

Jim Bigelow said there was some activity to try to pull this money and use it for Warm Springs Bay Area Rapid Transit and a case was made how money could be used to enhance ridership in advance of a rail option. He said Caltrain is the operator of record to Union City on Dumbarton Rail. He said what is being presented is good and the bus operating money stays on the corridor.

John Baker arrived at 4:58 p.m.

**Authorize Amendment of the FY2014 Budget and Programming and Allocation of \$5,350,000 of Measure A Funds from the Grade Separation Program Cycle (TA Item 10b)**

Joel Slavit, Manager, Monitoring and Programing, said the solicitation for candidate grade separation projects was issued on August 5. Proposals were evaluated using criteria presented to the Board at its August meeting. He said staff is recommending a deferral on the final decision on the Menlo Park proposal to grade separate Ravenswood Avenue until the proposal is revised to meet program eligibility criteria. The existing proposal states the city will only support a two-track option, which is not consistent with the requirement that scenarios be considered to accommodate the planned Caltrain/high-speed rail (HSR) blended system, which may include a third passing track through the area. Staff will be working with Menlo Park and will come back to recommend funding if its proposal includes options for a passing track system.

William Warhurst said one criterion should be to determine if the request for funding is a fair and reasonable request. He said it needs to be explicit as a priority item. Mr. Slavit said that was something the evaluation panel looked at. Mr. Hurley said the question is if data can be reviewed to make appropriate investment decisions at a cheaper price. He said these projects are not cheap and historically the grade separations built in San Mateo County have gone through this type of preliminary planning and studies. This is consistent with what it has cost in the past but there may be some situational differences. He said there has been pushback from TA staff to the project sponsor

asking them to explain what the differences are that account for the projected costs and that information was provided to the selection committee. Mr. Warhurst said that information would be useful to include in the staff report.

Randy Hees asked if there will be good projects to spend the money on if the money that was moved from grade separations to the Dumbarton Project came back to grade separations. He asked if the funding should be pushed back into the grade separation account or back into the main Caltrain budget. Ms. Chan said it can be something the TA can discuss in the future but at this point staff has to figure out how much funding there is. She said right now the TA should do the studies to see where they lead.

Mr. Shaine asked if there is any opportunity to tie in the Broadway Interchange Project with the grade separation project while they're in the early stages. Mr. Hurley said the TA conformed the interchange to the east side of the grade separation so it would not preclude the options for a series of grade separations because there was uncertainty about what the options were and the interchange project needed to move forward. He said the interchange has been design to prevent backup onto the freeway under current grade crossing conditions, and if the grade is separated it will only improve the situation.

Mr. Baker said if the \$3.7 million will be going to 25<sup>th</sup> Avenue and the \$1 million will be going to 28<sup>th</sup> and 31<sup>st</sup> avenues it sounds disingenuous to call them matching funds because they are for separate projects. He asked if there is a requirement to get true matching funds. Mr. Slavitt said the panel discussed it and it is matched for a project as a whole showing the city is providing support, but there is no requirement to provide a match.

Mr. Bigelow said the lessons learned from other grade crossings projects had to do with not doing enough preliminary engineering and exploring in the pre-work. Staff is sensitive to get accurate costs.

Mr. Hedges said the Burlingame crossing is very unsafe so the sooner the grade is separated the better. He said the cost of the San Mateo project includes the EIR for all three grade separations. If the grade separations don't occur the disruption that will happen as Bay Meadows grows out will be constant gridlock. He said there is some urgency for safety reasons on at least two projects.

Mr. Whittemore said he has compared amounts for other grade separation projects and there is no cheap way to do them and these costs are actually reasonable. He asked since the cities were asked if they could justify their cost estimates if any of them change their numbers. Mr. Slavitt said cities responded and stated the deliverables that were part of their package were needed.

Mr. Whittemore said a faction in Burlingame detests HSR. He asked why Burlingame is managing this project and if they have ever managed a project of this size before. Mr. Slavitt said there will be outreach with this effort and the city thought it would best if they were the lead. Mr. Hurley said he is not aware of a project that Burlingame has

taken on of this magnitude. He said they will be engaged with Caltrain staff throughout the process.

Chair Arietta asked if there is an estimated date that Menlo Park will conform to the requirements. Mr. Slavit said staff is waiting to hear back from them. He said the criteria state that all applicants must at least study alternatives that accommodate the system.

A motion (Bigelow/Hees) to support the authorization to amend the FY2014 Budget and program and allocate \$5,350,000 of Measure A funds from the Grade Separation Program cycle was approved.

**Authorize Allocation of \$240,000 in Original Measure A Funds to the Peninsula Corridor Joint Powers Board for Design Review on the South San Francisco Caltrain Station (TA Item 10c)**

Mr. Baker said this is a very dangerous station that needs to be redesigned.

Mr. Whittemore said there must be a way to get people from the station to the ferry terminal.

A motion (Baker/Bigelow) to authorize the allocation of \$240,000 in Original Measure A funds to the Peninsula Corridor Joint Powers Board for design review on the South San Francisco Caltrain Station was approved.

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

No report.

**Approval of Minutes of October 3, 2013 (TA Item 4a)**

No discussion.

**Approval of 2014 Board of Directors Meeting Calendar (TA Item 4d)**

No discussion.

**REPORT OF THE CHAIR – BARBARA ARIETTA**

Chair Arietta said since the TA moved their January meeting to January 9, the TA CAC can reschedule their meeting to January 7.

A motion (Hedges/Shaine) to reschedule the January 2014 TA CAC meeting to January 7 was approved.

See attachment for Chair Arietta's complete report.

**REPORT FROM STAFF – JOE HURLEY**

Mr. Hurley said the pavement condition index mentioned in the chair's report is very serious. Once roads start to deteriorate without proper maintenance they will rapidly degrade to a state of disrepair. The costs associated with fixing deteriorated roads are going to skyrocket. He said this is public works directors' number one issue.

Mr. Hurley said following the meeting on December 3 will be the holiday dinner.

Mr. Hedges said California has excise tax on gas that makes the gas tax a little high but California's gas tax is among the lowest in the country and it has not been raised since 1991. He said with increased fuel efficiency the state is getting less money from the gas tax.

Chair Arietta said she would rather pay tax at the pump than have the government tracking every mile she drove and where she went for a "pay as you drive" type of tax.

### **MEMBER COMMENTS/REQUESTS**

Mr. Whittemore said taxfoundation.org shows California as the 2<sup>nd</sup> most taxed state for gasoline. He said Cubic Corporation is the servicing agency for Clipper. He said the 8 Ride Ticket on the Clipper Card is only good for 30 days, and if a person puts money on his or her card and does not tag on, then six months goes by, the money goes off the card and the person has to call Clipper to have them reattach the money to the card. He said neither of these issues is ever disclosed by Clipper anywhere on their website. He said the Caltrain website shows this but the Clipper website does not. He said when he told Clipper about this, they said it was an issue for Caltrain and not them. He said the six months disappearance of hard cash issue is not detailed on either Caltrain or Clipper websites, and he believes this lack of point-of-sale disclosure is unethical and misleading at best.

Mr. Hees said while he was traveling, he tried Greek transit and it was easier to understand and use than many of the Bay Area transit facilities.

Mr. Warhurst said John Chiang, California's State Controller, might be interested in the situation regarding Clipper Card money issues. He said he has not yet seen anyone using the bikes from the Bike Share Program in Redwood City.

Daina Lujan said she attended Carole Groom's Connectivity Event and the City/County Association of Governments did a presentation on infrastructure funding. She attended a public meeting regarding Senate Bill 1339, which is the requirement for employers of more than 50 employees to offer alternative transit. She said MTC and the Bay Area Air Quality Management District should be coming out with regulations in early December.

Mr. Hedges said there will be a study session here on November 13<sup>th</sup> on Bus Rapid Transit. He said rapid bus does not have a designated lane but it travels a longer distance between stops and gets people to their stops faster. He said MTC is meeting on Friday at noon concerning Bay Area prosperity. He said he had trouble with Clipper but their staff worked with him and it has been working since.

### **DATE, TIME AND PLACE OF NEXT MEETING**

Tuesday, December 3, 2013 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2<sup>nd</sup> Floor, San Carlos, CA 94070

The meeting adjourned at 5:58 p.m.

## **Averill, Joshua**

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**From:** Barbara Arietta <barietta@hotmail.com>  
**Sent:** Monday, November 04, 2013 7:13 PM  
**To:** Averill, Joshua  
**Subject:** \*\*CAC Chair's Report for Tuesday 11/5/2013\*\*

### **1. CALTRAIN CELEBRATION - 150TH BIRTHDAY**

Caltrain kicked off its 150th birthday celebration at the Menlo Park Station on Saturday, October 19th. Speakers at the event were: State Senator Jerry Hill, San Mateo County Supervisor Warren Slocum, Menlo Park Mayor, Peter Ohtaki and Caltrain Board Chairman, and Ken Yeager.

A good time was had by all. Attendees included: historic re-enactors, a quintet playing railroad tunes, a contingent of visitors from Galway City, Ireland, led by Galway Mayor Pdraig Coneely, along with historic railway displays, a replica of the Golden Spike used in the ceremony marking the completion of the Transcontinental Railroad, as well as an authentic Wells Fargo Stagecoach.

If anyone missed out on this celebration, there will be another Caltrain celebration coming up on January 18, 2014, to commemorate the rail service from San Francisco to San Jose that began on January 16, 1864.

### **2. TRANSFORM 2018 EVENT**

Stuart Cohen, Executive Director and Co-Founder of TransForm has announced that the public will be able to get a sneak peak of TransForm's Strategic Plan through 2018 at their upcoming fall event entitled, TransForm 2018, which will be held on Thursday, November 14 from 6pm to 9pm, at their San Francisco offices at 425 Market Street, on the 33rd floor. Tickets are \$20. Hors d'oeuvres and beer and wine will be included in the admission price.

### **3. MTC ANNOUNCES PAVEMENT REPORT CARD FOR LOCAL CITIES WITH PCI INDEX OF 60 OR BELOW IN SAN MATEO COUNTY**

The MTC has announced that the streets and roadways of the bay areas have received a score of 66 out of 100 for its pavement condition index, which means 43,000 miles of lanes and roadways remain in fair condition, with the typical stretch of asphalt showing serious wear and likely to require rehabilitation soon. This score has not changed by more than 2 pts since 2006.

Streets and roadways below a 60 PCI score are likely to deteriorate rapidly. Jurisdictions in San Mateo County with a PCI score of 60 or below are: Belmont, East Palo Alto, Half Moon Bay and Pacifica.

The goal is to get everyone of our bay area cities to a score of 75 or better.

### **4. BAY AREA BIKE SHARE HITS THE ROAD**

Already, over 2,500 people have signed up for an annual membership. which costs \$88, and 6,100 have taken advantage of the \$22 three-day pass and the \$9 daily pass. Bay Area Bike Share is set to expand by early next year.

### **5. TRANSBAY TERMINAL UPDATES**

The Transbay Authority is updating its funding plan and would like to present an update to folks who are interested in seeing Caltrain and High Speed Rail Service extended to Transbay. Meeting will be held on Wednesday, November 6th at 4pm at Transbay HQ in downtown SF.

RSVPS required, due to limited space.

**6. CALTRAIN WILL GIVE UPDATE ON STUDY OF MOVING SF RAILWAY CAR STORAGE ON THURSDAY, NOVEMBER 7TH AT SAN CARLOS JPB MEETING**

At its monthly meeting in San Carlos at 10 am on Thursday, November 7th, Caltrain is going to present an update on a study exploring the feasibility of moving rail car storage to allow space near 4th and Kings Streets to be used for new real estate development in San Francisco.

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