

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

MINUTES OF FEBRUARY 5, 2013

MEMBERS PRESENT: B. Arietta, J. Bigelow, R. Hees, E. Lasensky, J. Londer, D. Maez, D. Mensing, L. Shaine, L. Simonson, A. Vargas, J. Whittemore

TELECONFERENCE: R. Hedges

MEMBERS ABSENT: J. Fox, B. Warhurst, G. Zimmerman

STAFF PRESENT: J. Averill, A. Chan, C. Chung, J. Hurley, M. Simon, S. Tioyao

Chair Barbara Arietta called the meeting to order at 4:33 p.m. and Jim Whittemore led the Pledge of Allegiance.

APPROVAL OF MINUTES OF JANUARY 2, 2013

Rich Hedges asked to make sure his statement under member comments about the Santa Clara Valley Transportation Authority was a reference to a letter to the editor in the *San Mateo County Times*. He said it is common knowledge that airports compete with other facilities because they sell parking.

A motion (Bigelow/Londer) to approve the January 2, 2013 minutes as amended was approved.

PUBLIC COMMENT

None

Randy Hees arrived at 4:35 p.m.

ITEMS FOR REVIEW – FEBRUARY 7, 2013 TA BOARD MEETING

Approval of the 2013 Legislative Program (TA Item 12b)

Executive Officer, Public Affairs Mark Simon said these are the guidelines and principles staff uses to pursue the legislative program, along with a list of some specific legislation staff asks the Board to provide policy overview to guide which bills staff will support and lobby on behalf of, and which to oppose.

Elizabeth Lasensky arrived at 4:36 p.m.

Mr. Simon said there are three objectives to the program. The first is to maintain and enhance funding opportunities. He said staff does a good job of leveraging TA funding and can sometimes get up to a three to one ratio of leveraged funding. Second is to seek an environment that streamlines project delivery and maximizes the TA's ability to meet demands. He said one example is that the TA gets involved in the conversations around reforming the California Environmental Quality Act (CEQA). Third is to reinforce

and expand programs that build and incentivize public transportation ridership. He said this could include shuttle funding or alternative transportation resources.

Mr. Simon said one of the State issues to be addressed is Moving Ahead for Progress in the 21st Century (MAP-21) which is the Federal Transportation Program implemented at the State level. This is only a two- or three-year program so there is already concern about getting a more permanent program.

Mr. Simon said another State issue is Caltrain Modernization and High-speed Rail (HSR). A Notice of Preparation for the Environmental Impact Report (EIR) has been released. A series of meetings throughout the service area will be held where the public will be asked what they think the scope of the EIR should be about Caltrain electrification.

Mr. Simon said regarding Federal issues, the TA will be very active in the climate change and livability because these issues can be addressed and impacted through the actions of the TA.

Ms. Lasensky asked what will be proposed to keep the environment from being negatively impacted. Mr. Simon said some people believe CEQA makes it too difficult to move some programs and projects forward. CEQA reform is being worked on now at the State level and it may result in streamlining the process which may help with some TA programs. The TA will be more in a position of reacting to changes and ensuring the TA benefits from any acceptable changes.

Larry Shaine said the State Attorney General was going to rule on the reduced scope of High-speed Rail (HSR) and how it related to the funding of the project, and asked what happened in that situation. Mr. Simon said a request for a formal opinion was never made.

Jeff Londer said there could be delays in getting HSR started in the Central Valley and asked how that would affect electrification of Caltrain. Mr. Simon said it will not affect modernization at all. He said the funding has been allocated and modernization is proceeding. Central Valley is on its own program.

Mr. Whittemore said there was an editorial in the Sunday *San Francisco Chronicle* about the city of San Francisco asking Caltrain to consider moving off of 4th and King because they want that land, and this could slow down Caltrain's electrification. Mr. Simon said the Joint Powers Board (JPB) staff and the city of San Francisco have agreed it would be worthwhile to conduct a study to understand what could be done to the rail yard and determine Caltrain's potential future needs, impact on service, and future potential for land development in those areas. The city of San Francisco will pay for the study and JPB will conduct it. This is going to be done independently of the EIR for Caltrain electrification so it will not stall electrification. Mr. Whittemore asked what the potential overhead liability is and if there are reserves to clean up any toxic spills at the Caltrain locations. Mr. Simon said he doesn't think the rail builders were concerned with environmental issues 75 years ago when the rail was put in.

Chair Arietta said San Francisco's argument for this proposal is that it could increase ridership and create real estate value which could be used to fund transit and Caltrain investments. Mr. Simon said a study needs to be completed to find out what the potential is for the rail yard. He said the first priority is to run the trains, and the rail yard is used to service the trains so they will be ready to run. He said there will be a lot of overlap with diesel and electric cars so the estimates the article made about how much space is going to be needed is troubling since no study was done.

Mr. Simon said direct advocacy will be used to support this Legislative Program. Advocacy will not just be done in Sacramento or Washington D.C., but also regionally and locally.

A motion (Bigelow/Hees) to support the approval of the 2013 Legislative Program was approved.

Update on State and Federal Legislative Program (TA Item 12c)

Mr. Simon said these bills are currently pending. Some bills showing up now include alternative fuel issues and the public employee pension reform. He said there is a proposal in each house to lower the threshold for sales tax approval from two-thirds to 55 percent.

Mr. Whittemore asked why public transportation workers should be exempt from the pension reform act. Mr. Simon said it might be because it is not as good a deal as they got before. He said the TA has not taken a position on this subject.

Authorize Acceptance of the Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended December 31, 2012 (TA Item 11c)

No discussion.

A motion (Whittemore/Hees) to support the authorization of the Quarterly Investment Report and Fixed Income Market Review and Outlook was approved.

Acceptance of Statement of Revenues and Expenditures for December 2012 (TA Item 5b)

Mr. Londer asked why expenditures are so much better than staff projections. Manager, General Ledger Sheila Tiyoao said expenditures are based on the progress of the projects and most of the projects are not going as planned so expenditures are under budget. She said at some point they will catch up.

A motion (Simonson/Lasensky) to support the Statement of Revenues and Expenditures was approved.

Fiscal Year 2012 Comprehensive Annual Financial Report (TA Item 11a)

Mr. Whittemore said on page iii the words bicycle or pedestrian are not assigned to any office and it would be nice if they were listed. He said on page v under Economic Condition, this report shows unemployment in San Mateo County was down from 8.7 percent and last year it ended at 8.6 percent. He said only three new items have been added to the list of accomplishments since the last report, and there are a lot of

items that are listed as accomplishments year after year like the San Bruno Grade Separation.

Mr. Shaine suggested Chair Arietta pass along to the Board the CAC's compliments about how comprehensive this report is and how well it is laid out and easy to read.

Mr. Whittemore suggested the Chair also state the staff monthly financial reports are also excellent.

Authorize the Filing of an Application with Metropolitan Transportation Commission (MTC) for \$3,613,000 in Surface Transportation Program / Congestion Mitigation and Air Quality Improvement Program Funds for the U.S. Highway 101/Broadway Interchange Reconstruction Project (TA Item 11b)

Executive Officer, Planning and Development April Chan said in order to receive the \$3.6 million from MTC, staff is asking the Board approve a resolution to accept the funding. This project received Federal funding and as a result the Measure A funds were reduced.

A motion (Bigelow/Londer) to support the authorization of the filing of an application with MTC for \$3.6 million in funds has been approved.

Program Report: Transit – Shuttles (TA Item 12a)

Interim Manager, Planning and Development Celia Chung presented:

- Four percent of Measure A funds is dedicated to shuttles, which is about \$2.5 million per year.
- Match requirement is 25 percent, but match target is about 50 percent.
- About \$2.7 million was allocated in the first Call for Project (CFP) cycle for Fiscal Year (FY) 2011 and FY2012. The leveraged match was 40 percent.
- During the second CFP for FY2013 and FY2014, \$4.5 was programmed and the proposed allocation of matches was 49 percent, and the actual results will be available at the end of FY2014.
- In FY2012, 18 shuttles were funded by Measure A.
 - Ten commuter shuttles (last-mile shuttles typically from a Caltrain station to an employer site)
 - Eight community, combination, or on-demand shuttles (local circulation and/or dedicated to non-commuter riders such as seniors or students)
- Sponsors who get funding for shuttles are required to provide ridership data, total operating cost, and total service hours provided. TA staff analyzes this data to establish performance metrics consisting of ridership, boardings per service hour, and the operating cost per passenger so all shuttle routes can be compared.
- Performance Statistics FY2011 compared to FY2012
 - Ridership has improved from 464,000 to 429,000.
 - Boardings per service hour on the commuter shuttles have gone from 15 to 19, and community shuttles have gone from 11 to 9.
 - Operating cost per passenger on the commuter shuttle has gone from \$4.01 to \$3.39, and community shuttles from \$6.41 to \$8.51.

Doris Maez asked what is being done and who is responsible to increase community shuttle ridership to lower the cost per rider. Ms. Chung said the sponsors are responsible and have outreach programs. Ms. Maez said there should be incentives to increase ridership to get the cost down.

Mr. Whittemore said there is a free shuttle to take Caltrain riders from Belmont to Hillsdale. He said the Caltrain website states free parking will end in December of 2013 and asked if the free shuttle will also end at that time. Ms. Chung said she would get back to him.

Approval of Minutes of January 3, 2013 (TA Item 5a)

No discussion.

SamTrans Liaison Report – January 9, 2013 (TA Item 8)

Ms. Lasensky asked what accounts for the surges and dips in ridership. Director, Transportation Authority Program Joe Hurley said it could be weather, holidays and vacations/being off work/school. He said the scale of the chart makes the spikes and dips appear much more significant than they really are.

REPORT OF THE CHAIR – BARBARA ARIETTA

See the attachment for Chair Arietta's complete report.

REPORT FROM STAFF – JOE HURLEY

Mr. Hurley said he wanted to correct a statement from the last meeting where he said the TA did not previously have an agreement with the County of San Mateo regarding right of way acquisition and condemnation. He said the TA had agreements in the past but never went forward with them.

Mr. Hurley said there is a changeable message sign on the northbound and southbound sides of the Devil's Slide Tunnel to give advanced notification to motorists in emergency situations. He said the sign was not in the original contract plans or the California Coastal Commission's permit, but the California Department of Transportation (Caltrans) is working on this issue to address the safety issue and meet the Coastal Commission's intent to address emergencies. He said it looks like the tunnel will open in March.

Mr. Hurley said Mr. Whittemore had asked at previous meetings why so many large-sum bills are paid by check and not wire transfer. He said it is because each wire transfer costs \$7.50 so it is cheaper to pay by check.

Mr. Hurley said Mr. Whittemore had asked at a previous meeting what the status was of the San Mateo County Bike Share Project. He said the Bay Area Resource Board is leading the effort and is negotiating with the vendor regarding that program. As information comes out he will share it with the CAC.

Mr. Hurley said Project Initiation Document (PID) issue has been elevated to the California Secretary of Transportation. He said TA staff thought they were not going to be charged for Caltrans oversight on PIDs. He said staff was notified that because of

budget issues the TA will be charged. He said this adds costs to projects that were not budgeted before which could be between \$108,000 and \$144,000 per project.

Mr. Shaine said there has been talk in years past that the TA was considering taking a more proactive role in the management of projects as opposed to being the banker, and asked if that links into the PID issue. Mr. Hurley said the TA cannot approve a PID because the TA is not the owner/operator of the facility. Caltrans has to approve the PID, the environmental document, and the design when it is a modification to a State highway system.

MEMBER COMMENTS/REQUESTS

Mr. Whittemore said the hearing dates for the EIR for Caltrain electrification have been published. Mr. Shaine requested staff to e-mail the dates to the CAC.

Mr. Londer asked if there is some directive that tells SamTrans buses that serve Caltrain and BART stations as the last bus of the day to wait if the train is delayed by a few minutes because if it is the last bus and the train is late people will miss the bus. Mr. Hurley said he will put Mr. Londer into contact with appropriate party.

April Vargas said transit in Washington D.C. is great and so is the Metro Card and the Bike Share Program.

Laurie Simonson said there will be a downtown parking study group to discuss potential for a downtown parking structure in the Burlingame Avenue area in Burlingame. It will be Tuesday, February 12 from 6:00 – 8:00 p.m. in the Lane Room in the Burlingame Library.

Chair Arietta said February is Grand Jury Month and grand jurors are needed for the civil grand jury and she can provide information to anyone interested.

Jim Bigelow said David Miller wrote an ironclad purchase agreement for the downtown Caltrain station stating Caltrain owns the land, and gives Caltrain leverage by giving Caltrain surface rights. Mr. Hees said railroads are exempt from eminent domain.

Ms. Maez said a lot of San Francisco property is in San Mateo County so the County has a lot of leverage. She said northbound U.S. Highway 101 lane marking in the right lane between Marsh Road and Woodside Road is not there. She said there is no reflection of the lane markings. She said one of the Caltrain trains was delayed both directions on January 26th because the train doors wouldn't close and said she wondered if it was a maintenance or operations issue. She said to have it happen in both directions indicates a bigger problem.

Ms. Lasensky said she has experienced a similar problem where the train doors wouldn't open and was forced to get out at a later stop and take another train back to her intended stop. She asked what effect the Transbay Terminal will have on the electrification of Caltrain, if it will impact the schedule, how it will affect the service and the number of trains. Mr. Bigelow said it will have no impact because electrification will go forward and a tunnel will have to be dug for the terminal which won't be until

around 2025. Mr. Hurley said electrification is not dependent upon the downtown extension that will someday lead to the Transbay Terminal.

Mr. Shaine asked if diesel engines can't go into tunnels how that will affect trains coming from Gilroy after electrification. Mr. Hurley said there will have to be a transfer at some point for people going through the downtown extension into San Francisco.

Daniel Mensing said there is a report that stated Candlestick Park will be torn down and developed for housing.

Ms. Simonson left at 5:55 p.m.

Mr. Hedges said taking down Interstate 280 is a good move for transportation, urban planning, and the people who live on Potrero Hill. Chair Arietta said she is concerned about gridlock at 4th and 6th streets since there won't be the same accessibility to the interstate.

DATE, TIME AND PLACE OF NEXT MEETING

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

The meeting adjourned at 5:57 p.m.



2-5-13 Chairperson's
Report.pdf

..... **CAC Chair's Report to
CAC2/5/13.....**

From: **Barbara Arietta** (barietta@hotmail.com)

Sent: Tue 2/05/13 3:49 PM

To: Barbara Arietta (barietta@hotmail.com)

1. Friends of Caltrain meeting is rescheduled to Wednesday, February 27th. The meeting will be about the results of the Electrification Environmental Impact Report and about the results of Caltrain's traffic study on the impact of Caltrain electrification on cross town connections in Menlo Park. The meeting will be held at 6:30 p.m. in the Menlo Park Library at 800 Alma Street, near Menlo Park Caltrain.

2. Apparently there's been some talk recently about using the valuable real estate above the Caltrain railtracks in Palo Alto to help pay for the cost of tunneling the tracks in thaqt area.

This is an approach similar to what San Francisco is considering. At a press conference in San Francisco this morning, launching springtime recruitment efforts for the Grand Juries statewide, I spoke with many San Franciscans, some of whom have been on the SF Planning Commission , and who also knew that I was on the San Mateo County Transportation Authority CAC...

I was told that there is much discussion being held about the Caltrain right of way between SOMA and Mission Bay neighborhoods.

The San Francisco Mayor's Transportation Director Policy Director recently revealed details of a bold proposal to turn over 30 acres of railyards and freeway shadow into \$228 million worth of land for mixed use meignborhoods with housing, offices, entertainment, and hotels based on a new study done in December of 2012.

- SF would love to bring Bus Rapid Transit to down 16th Street to Mission Bay to connect up with BART and other Muni lines..so there is a movement starting to support the removal of the 280 freeway past Mariposa Street and connect up Potrero Hill with Mission Bay neighborhoods....

- Alternative rail alignments are being considered to smooth out the kinks in the curves as Caltrain runs through SF.

- They believe that turning the railyards into mixed use neighborhoods would create value that could help pay for the Downtown Extension. By generating more local funding SF hopes to be able to get the Downtown Extension faster....extending Caltrain to DTX could double ridership...

- They studied the land use plan with or without the freeway. Without the freeway generates 60% more residences with higher values... if they weren't next to a freeway...

- Thus SF is asking Caltrain to electrify less of the railyards at 4th and King to enable the City to make progress on its land use plans. They say that the benefit to Caltrain would be to increase ridership. as well as an "opportunitv to create real estate value which can be used to fund transit

and Caltrain investments.

However, they said that Seamus Murphy, our own Director of Gov't and Community Affairs said that Caltrain would like to work with SF on a solution that enables the City to use land productively, as long as they can find viable places to store the trains and it doesn't have a major impact on Caltrain's electrification schedule...

The "ultimate goal" is to find a solution that enables SF to turn railyards into neighborhoods, finds practical train storage space for Caltrain and helps to pay for needed transit investments.
