

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY (TA)
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070**

MINUTES OF MARCH 7, 2013

MEMBERS PRESENT: D. Canepa, R. Foust, D. Horsley, K. Matsumoto, T. Nagel,
N. Patridge

MEMBERS ABSENT: C. Groom

STAFF PRESENT: J. Averill, J. Cassman, A. Chan, G. Harrington, C. Harvey,
R. Haskin, J. Hurley, M. Martinez, N. McKenna, J. McKim,
S. Murphy, M. Scanlon, M. Simon

Vice Chair Karyl Matsumoto called the meeting to order at 4:37 p.m. and Director David Canepa led the Pledge of Allegiance.

SWEARING IN DAVID CANEPA (NORTHERN JUDICIAL CITIES REPRESENTATIVE)

Authority Secretary Martha Martinez administered the oath of office to Director Canepa.

REPORT OF LEGAL COUNSEL

Legal Counsel Joan Cassman said the Board will go into closed session to discuss real property acquisition involving the Broadway Interchange Project.

Adjourned to closed session at 4:40 p.m.

Reconvened from closed session at 4:55 p.m.

Ms. Cassman said the Board met in closed session as permitted by the Brown Act and there is no formal action for the Board to take.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

CAC Chair Barbara Arietta reported on the March 5, 2013 meeting:

- The CAC supports all items on the TA Agenda.
- TransForm will host a transportation summit in Sacramento on April 23 to discuss State-level opportunities.
- California High-speed Rail Authority (CHSRA) held a meeting in Redwood City on March 6.
- Chair Arietta read a letter to the CAC from San Mateo County Democracy for America concerning their stance on California Environmental Quality Act (CEQA) reform and how it relates to transportation projects.

CONSENT CALENDAR

- a. Approval of Minutes of February 7, 2013
- b. Acceptance of Statement of Revenues and Expenditures for January 2013
- c. Measure A Program Status Report

A motion (Foust/Nagel) to approve the Consent Calendar was approved.

PUBLIC COMMENT

None

CHAIRPERSON'S REPORT – KARYL MATSUMOTO

Vice Chair Matsumoto said the TA is recruiting for CAC members. Applications are due on April 6.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

Director Don Horsley asked if the SamTrans is adding channels to the Trunked Radio System. Deputy CEO Chuck Harvey said SamTrans will be using the 700 megahertz frequency and will be sharing additional channels with emergency responders, and this will free up a data line so SamTrans will be able to transmit its Global Positioning System coordinates and other information to increase the accuracy of the Predictive Arrival/Departure System (PADS).

JOINT POWERS BOARD (JPB) REPORT

Executive Director Michael Scanlon reported:

- The Board approved the following:
 - Statement of Revenues and Expenses for January 2013.
 - Memorandum of Understanding between the JPB and CHSRA.
 - Contract for signal system rehabilitation work with Balfour Beatty Rail, Inc.
 - Caltrain Transit Sustainability Strategic Plan.
- Key Caltrain Performance Statistics
 - Monthly Performance Statistics – January 2013 compared to January 2012
 - Total Ridership was 1,232,312, an increase of 10.9 percent.
 - Average Weekday Ridership was 45,111, an increase of 9 percent.
 - Total Revenue was \$5,247,032, an increase of 13.6 percent.
 - On-time Performance was 94.2 percent, an increase of 0.2 percent.
 - Caltrain Shuttle Ridership was 7,695, an increase of 3.4 percent.
 - Year-to-date Performance Statistics – January 2013 compared to January 2012
 - Total Ridership was 8,959,793, an increase of 11.9 percent.
 - Average Weekday Ridership was 47,846, an increase of 11.9 percent.
 - Total Revenue was \$39,426,967, an increase of 17.2 percent.
 - On-time Performance was 90.4 percent, a decrease of 3.1 percent.
 - Caltrain Shuttle Ridership was 8,247, an increase of 19.5 percent.
- Title VI public meetings were held in Gilroy, Mountain View, San Carlos and San Francisco. Attendance has been minimal and no comments have been received. Last day to submit comments is March 29.
- Annual onboard passenger counts were just completed and staff will present the results to the JPB in the spring.
- Union Pacific will be replacing railroad ties in the Gilroy area the week of March 11.

- Special service:
 - Giants FanFest was on February 9. An additional 5,400 riders were carried on three extra northbound trains and two extra southbound trains.
 - A modified Saturday schedule was operated on President's Day. Ridership was down slightly from last year with 2,200 riders in the morning.
 - In February the San Jose Sharks had five home games and an additional 2,000 riders were carried, a 15 percent increase over last year.
 - The World Baseball Classic will be held at AT&T Park March 17-19. Baseball service will be provided for the evening games.
 - Giants baseball returns with exhibition games on March 28 and 29 and the home opener on April 5.
- Field testing of PADS will occur the week of March 4.
- In partnership with Santa Clara Valley Transportation Authority, Caltrain staff will hold an open house at the Gilroy Caltrain Station on Saturday, March 23 from 11 a.m. – 2 p.m. An insert was included in Gilroy utility bills and post cards were mailed to residents in Morgan Hill and San Martin.
- Last summer the price of tickets purchased at the ticket vending machines was increased 25 cents for a one-way trip. The purpose was to move people over to the Clipper Card with a goal of at least 50 percent of one-way tickets purchased via Clipper. The Board also authorized staff to increase the ticket vending machine zone price if the 50 percent wasn't reached by July 2013. The goal has not been reached, but staff recommends against the additional increase in favor of more outreach to customers. Staff will reevaluate possible increases in January 2014.
- Staff launched @Caltrain_News, a Twitter account, in January and there are more than 4,500 followers.
- Executive Officer, Caltrain Modernization Program Marian Lee gave an update on the Caltrain Modernization Program and the environmental impact rework.
- General Counsel met in closed session to discuss an injury to a contractor's employee.
- The meeting was adjourned in memory of Bimla Rhinehart, Executive Director of the California Transportation Commission who passed away on March 5, and Santa Cruz police officers who were killed in the line of duty on February 26, Sergeant Loren "Butch" Baker and Detective Elizabeth Butler.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- Welcomed Director Canepa.
- Pedestrian and Bicycle Call for Projects (CFP) will be issued in early spring. TA and City/County Association of Governments (C/CAG) staffs have been working through logistics on the role of C/CAG's Bicycle and Pedestrian Advisory Committee (BPAC) in the evaluation process.
- The U.S. Highway 101/Willow Road Interchange Project community meeting was held on March 16. The proposal is to reconstruct the interchange to improve safety, relieve congestion, and enhance access. It is currently in the environmental review stage.
- Staff prepared a TA Fact Sheet overview of dollars spent. It will be posted on the TA website.

PROGRAM

Program Report: Highway Program – U.S. Highway 101/Broadway Interchange

Project Manager Jim McKim presented:

- Project is to improve existing circuitous movements, accommodate future traffic growth, improve southbound U.S. Highway 101 ramps, and increase bicycle and pedestrian access.
- A map of the current and proposed interchange was shown.
- Project will cost \$80 million. It is fully funded with TA, State, Federal, and local monies.
- There are several stages necessary to minimize the impact to the residents and commercial properties in the area.
- Renderings of the project were shown.
- Construction should begin in the spring of 2014 and finish in the spring of 2017.

Update on Grade Separation Program

Executive Officer, Planning and Development April Chan presented:

- Fifteen percent of Measure A funds was set aside for this program.
- The purpose of the program is to construct or upgrade railroad crossings along the Caltrain and Dumbarton rail lines, to improve safety and relieve traffic congestion.
- Staff estimated \$225 million would be available over the life of the program; staff estimates \$200 million is left in the program, a portion having been allocated to the current San Bruno Grade Separation Project.
- The cities that have candidate railroad crossings listed in the Expenditure Plan include South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Redwood City, Menlo Park, Atherton, and East Palo Alto.
- Selection criteria should consider safety improvement, geographic equity, economic development and funding leverage. Available funding is limited, so not all projects can be funded.
- The project needs to be supported by Caltrain.
- The solicitation of letters of interest from cities was sent out in September 2012. South San Francisco, San Bruno, Burlingame, San Mateo, and Menlo Park expressed interest.
- Proposed guiding principles include: requiring at least 80 percent of remaining available funds be set aside for construction, up to 20 percent for pre-construction with 10 percent for design, and a city is to receive no more than 50 percent of available construction funding from the program.
- Cities should study project alternatives and provide cost estimates for different options, including a scenario consistent with the Caltrain Blended System, provide information on congestion relief and safety improvement and provide information on economic development/transit-oriented development opportunities in the area.
- Once the planning phase is completed, city councils must approve the project, and Caltrain must concur with the selected project alternative.
- The design needs to be CEQA-approved and completed or coordinated with Caltrain to ensure railroad design standards are met. Value engineering is required and non-Measure A funds must be leveraged.

- To begin the construction phase, the following must occur: the city council must approve the project, there must be local community support, construction must be done by Caltrain, there must be an adequate full-funding plan, and the project must provide support for economic development.
- Next steps include:
 - Board approval of the project selection process in April,
 - Applicants to be notified to submit project requests in April and May,
 - Recommendations to the Board for the first round of funding in summer 2013.

Director Naomi Patridge asked if a city will still be eligible for the funding if it does not have city council and local support. Ms. Chan said the city council must approve the project before funding will be approved.

Director Terry Nagel asked why some cities did not apply. Ms. Chan said it was not a requirement to apply and not filing a letter of interest is not a disqualification. Staff wanted to get an understanding of the interest level. Mr. Scanlon said cities can apply at a later time.

Director Nagel asked if the county would do the preliminary planning and assessment. Ms. Chan said the city does not have to do the project, but the environmental, design and construction phases should be done by Caltrain. Cities do the preliminary work to make the request for a grade separation.

Director Nagel said she would like to discuss the philosophy of grade separations because it is intertwined with the High-speed Rail (HSR) project. She said there needs to be a consensus view of how to go forward with grade separations. She said she does not see a large-picture approach to grade separations and how they relate to HSR.

Director Rosanne Foust said each of the 20 cities has different objectives and even though it might make sense to do grade separations in a particular order or in specific locations to benefit the system overall, local cities might not buy in because the projects would not meet individual objectives. She said there are some cities on the list that are litigating HSR and Caltrain Modernization. She said this is a philosophical issue for the Board to support transportation projects in cities that do not buy into the vision of a modernized Caltrain.

Director Nagel said the litigation is fear of the unknown, and if the major project was laid out in an organized, logical fashion, some of the fear would go away.

Director Patridge said there isn't consensus on a council level, so it would take a miracle to get consensus throughout the entire county.

Mr. Scanlon said these grade separations are going to be necessary with or without electrification. He said this process will determine which projects should come first based on their merit, from a need standpoint, safety, and the other reasons outlined. He said Caltrain will never build a project that will have to be torn out later to fit with HSR.

Public Comment

Jim Bigelow, Belmont, said it bothers him some cities on the list for grade separation requests are involved in some litigation trying to knock down Proposition 1A. He said if a city is trying to kill off the modernization of Caltrain it is hard to come up with city council and community support for grade separations, and the community would have to contribute dollars to pay for a project in a city that is trying to stop the major project that is a savior to move the people in the county.

Mr. Scanlon said voters authorized grade separations before Caltrain Modernization, so this has to be a fair and transparent process.

Ms. Cassman said there needs to be principles in place for determining which cities will get the grade separations. She said HSR was not envisioned in the Transportation Expenditure Plan so a tough question is if one of the principles should be how to facilitate a project that is not in the plan.

Director Foust said it would be good if legal counsel could spend some time on this issue. She asked how it will play into the decision-making process if two communities come out with equal scoring on a grade separation project but one of those does not have the long-term vision.

Mr. Scanlon said he will have legal counsel look at the guiding principles and come back next month with some information.

Director Patridge said even with the BPAC of C/CAG, without city council approval, the projects don't go forward, so the Board needs to make sure these projects are given to the cities and communities that are going to support it. Mr. Scanlon said that is consistent with the fact that the cities will be the project sponsor, even if Caltrain is doing the work. Without support, the city will not be the sponsor.

Ms. Cassman said one of the principles is that the city put in local share of the funding, so without support they would not put in that share.

Director Nagel said Burlingame unanimously supports "HSR done right" as well as a grade separation at Broadway. She said other members of the council and the mayor do not believe the litigation in place is meant to kill HSR, but to provide clarification on how the Proposition 1A funding is spent.

Director Nagel asked if the \$200 million in the program could build more than one grade separation. Mr. Scanlon said it is very important to get the preliminary work done first so the Board will have the facts before making decisions.

Update on State and Federal Legislative Program

Director, Government and Community Affairs Seamus Murphy, said staff has taken positions on several but not all bills in the report.

State

The Cap and Trade Program raised about \$500 million. Staff has advocated for 38 percent of this funding to be used for public transportation programs and services. Staff will know if that occurs when the governor's revised budget comes out in May.

Federal

Sequestration is in effect. There aren't any impacts on transportation funding. The formula funds are protected. New Starts funding is impacted and at risk of cuts. The downtown extension project is a regional priority for New Starts funding. If these funds are cut due to sequestration, the project will be delayed.

He said the Obama Administration released an infrastructure proposal and it includes state of good repair needs, an infrastructure bank proposal, and proposals to enhance public transportation infrastructure projects' access to capital and encourage public/private partnerships.

Director Nagel asked if it would be helpful to send a letter to all the cities in the county to recommend their support for Senate Bill 557. Mr. Murphy said staff is writing a letter of support and they will copy the cities and request they do the same.

Director Horsley said Senate Constitutional Amendments 4, 8, 9 and 11 look into changing the threshold for local taxes and asked what the status is. Mr. Murphy said all represent counties that had measures fail just below the threshold. He said staff is supporting the two that concern transportation improvements and will likely support the others. He said leadership needs to agree on an approach for threshold reduction and they need to do it when the Legislature will have two-thirds majority support.

Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2013

No discussion.

REQUESTS FROM THE AUTHORITY

Director Nagel said she requested a financial safeguards presentation at a previous meeting but asked that it not be in April. She said bike and pedestrian funding is confusing and asked that it be explained in layman's terms at a future meeting.

Chair Matsumoto said she attended the Water Advocates for San Mateo County meeting and there are 80-90 trips per day on the ferry, and their farebox recovery is 10 percent. She said they are looking to increase ridership by adding another trip during commute hours, and have trips for children to go to the Exploratorium and non-commute riders to go to Pier 41.

Chair Matsumoto said BPAC members were invited to get involved with the TA upcoming Call for Projects on bike and pedestrian projects. She said she tried to explain to them that from the TA there are other factors taken into consideration than if a project is viable, but the BPAC is not happy.

Director Patridge said this is a good start but some of the members are such advocates of bike projects that they don't see the bigger picture. She said it is

Director Matsumoto's and her job to help them understand the process. She said it is the public members who don't have that knowledge.

Director Foust said the last-mile connectivity is an issue that needs to get resolved before people will be encouraged to ride the ferry.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion

REPORT OF LEGAL COUNSEL

None

DATE AND PLACE OF NEXT MEETING

April 4, 2013 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070

Meeting adjourned at 6:24 p.m.