

**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 1, 2011

MEMBERS PRESENT: B. Arietta (Chair), J. Bigelow, P. Dixon, J. Fox, R. Hedges, E. Lasensky, A. Mader-Clark, D. Maez, D. Mensing, L. Shaine, A. Vargas, J. Whittemore, P. Young, G. Zimmerman

MEMBERS ABSENT: R. Hees

STAFF PRESENT: M. Choy, J. Hurley, R. Lake, M. Lee, L. Snow

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

APPROVAL OF MINUTES

A motion (Hedges/Young) to approve the minutes of January 4, 2011 was passed.

PUBLIC COMMENT

Pat Giorni, Burlingame, said she would like to see Bike-to-Work Day in May only organized by staff of the Alliance. If possible in the future, she would like to see 6 percent of new Measure M money tagged for Safe Routes for Schools added to Measure A money that goes to the City/County Associations of Governments (C/CAG) for bicycle/pedestrian projects to make more money available for projects.

Allocation of Original Measure A Funds in an Amount up to \$55,000 to the City of Brisbane's U.S. 101/Candlestick Interchange Modification Project Study Report (PSR) – TA Item 12c
Manager, Programming and Monitoring Melanie Choy reported:

- A PSR is required to pursue interchange improvements and must be approved prior to doing any environmental work. Caltrans has historically provided the oversight and approval of PSRs but due to State budget cuts, they do not have funds to continue this. Caltrans has limited authority to approve PSRs but requires funding from project sponsors to provide oversight.
- The project will bring the interchange to Caltrans' standards; enhance transit, pedestrian, and bicycle mobility; and address traffic from existing conditions and planned developments including the Schlage Lock Company, Bay View Hunter's Point and Brisbane Baylands proposals.
- The PSR is 80 percent complete. Caltrans effort to complete their review and approve the PSR is estimated at a cost of \$110,000: \$55,000 each from the San Mateo County TA and San Francisco County TA (SFCTA).
- Measure A funding considerations addressed the project because it is fully funded by the developer and city of Brisbane, it is an original Measure A project, \$1 million has already been budgeted in the TA's existing budget for the project, 40 percent of future traffic conditions are

due to growth in existing conditions and there is an equal share contribution requested from both counties because it benefits both counties.

- The interchange sits on the county line between San Francisco and San Mateo counties.

Larry Shaine asked if the Highway Implementation Plan criteria process applied to original Measure A projects. Ms. Choy replied no.

Mr. Shaine asked which Measure would be involved if the project needed additional funding. Ms. Choy said to-date, the city of Brisbane has not requested additional funding. One million dollars of original Measure A has been budgeted to this project. There is no dollar amount committed to a project per se in new Measure A funding at this time.

Doris Maez asked about commitment after pre-construction and if some developers who stand to greatly benefit from this improvement have some kind of buy-in in terms of getting it actually built with some private funding. Ms. Choy said to-date, the PSR has been funded mostly through private developer funding. A bi-county study effort led by the SFCTA will examine cost sharing and all the improvements needed in the area to support future developments being planned today.

Rich Hedges asked about a future light rail link in the area. Ms. Choy said the bi-county study is looking at transit interfaces and correlation of all projects.

Mr. Hedges said the area's waterfront property will be very valuable if the Forty-Niners move. Ms. Choy said she would pass along the comment to the bi-county study organizers.

Jim Whittemore asked if the PSR is a legal requirement of the project and could the cost be negotiated or done by a private firm. Ms. Choy said State statute requires Caltrans review and approval of the project. The PSR cost of \$110,000 was the negotiated cost.

Mr. Whittemore asked what \$110,000 buys and why it costs that much. Ms. Choy said Caltrans provides oversight and review of the report and ultimately Caltrans' project approval. U.S. 101 is a State route and the project involves State standards and Caltrans is required to assure those standards are met.

Mr. Whittemore said Caltrans won't be building a model but building to their standards and asked how long this would take. The city of Brisbane's Director of Public Works and Engineering Randy Breault said there is a challenge with computer models with finite boundaries from the two counties. The remaining PSR oversight costs of \$110,000 provide a lump sum of money that Caltrans can charge against to cover about four to six months of a full-time equivalent salary. Caltrans is capped at \$2.5 million statewide that for this pilot program.

Mr. Whittemore asked what liability Caltrans will hold if they are wrong. Mr. Breault said he suspects Caltrans would be indemnified from that.

Mr. Breault said two alternatives are being studied along the Bay frontage: an overcrossing or undercrossing. It will most likely be an overcrossing that includes turn lanes with 13 traffic lanes. Brisbane is working with the SFCTA on a multimodal station study to accommodate connections to Caltrain, the Third Street light rail extension and various bus routes.

Mr. Bigelow said the California Transportation Commission allocated \$34.2 million for the final south county auxiliary lane project. Interchange and auxiliary lane project design should be coordinated.

A motion (Bigelow/Zimmerman) to support the allocation for the PSR oversight was approved.

Public Comment

Pat Giorni, Burlingame, said there is a north/south bike route around Candlestick Park connecting to San Francisco, which gives relatively level bicycle access to Third Street in San Francisco. She hopes Caltrans' design for the interchange does not create any barriers for bicyclists.

PRESENTATION: TRANSIT – DUMBARTON RAIL CORRIDOR (DRC) – TA Item 13a

Executive Officer, Planning and Development Marian Lee, made a presentation on the project status and outcome of the November 2010 Policy Advisory Committee (PAC) meeting. She also noted that a project update is tentatively scheduled for the March 2011 Metropolitan Transportation Commission (MTC) Programming and Allocations Committee meeting. Ms. Lee highlighted the following:

- The project team completed a technical analysis as approved by the PAC.
- The analysis focused on rescoping the project, which nearly doubled the projected ridership forecast and on defining a two-tiered funding strategy directed by Federal Transit Administration (FTA) guidance.
- Based on the analysis, the PAC took action to advance the Environmental Impact Report (EIR) / Environmental Impact Statement (EIS) and complete 15 percent engineering.
- The administrative draft is scheduled to be submitted to the FTA in summer 2011, a draft to the public in fall 2011, and final by fall 2012.
- It is important to understand that the fall 2012 date is subject to having a solid funding plan that is approved by the FTA.
- Four alternatives will be evaluated in the EIR/EIS: one bus as required by national guidelines and three rail commuter service options.

Mr. Hedges referenced MTC's previous action to divert money from the Dumbarton project to the BART Warm Springs project. He stated that the MTC needs to be reminded that they promised to pay that money back. He asked if the bus alternative would be on the Dumbarton rail bridge.

Ms. Lee said the bus option assumes that buses would operate on the auto bridge. The bus option included in the environmental document (as guided by federal guidance) is intended to be a relatively low cost option that shows what level of improvement can be made without major capital investment.

Mr. Whittemore asked if the project would need ongoing subsidy for operations and maintenance. Ms. Lee said yes; \$5.5million is to come from Regional Measure 2 (RM2) funding. If costs exceed that, additional operating funding must be found.

Mr. Whittemore asked if water transit service was studied as an alternative to the rail alternative. Ms. Lee said she would check and report back to the CAC.

Elizabeth Lasensky said the University Avenue area in East Palo Alto and Redwood City will experience major growth that will contribute to increases in bi-directional traffic during commute

and non-commute hours. She asked if the environmental analysis will study this area in detail. Ms. Lee replied yes.

John Fox asked for more explanation about the ridership estimates and cost information for each of the rail alternatives to be studied in the environmental document. Ms. Lee stated that generally, the rail options with more frequent service resulted in higher ridership and the rail options that needed greater modifications to the existing infrastructure had the higher costs. Ms. Lee said she would report back to the CAC with more detailed information.

Mr. Fox asked for data to compare travel time estimates between bus and rail. Ms. Lee said she would check and report back to the CAC and also make available the technical analysis when finalized by the project team.

Mr. Bigelow said Dumbarton Rail was envisioned back in 1988 with subsequent numerous studies confirming the need for the project. He said the approaches to the Dumbarton auto bridge are slow due to traffic backups and will be impacted by increased traffic in the coming years. The rail bridge provides the opportunity for rail transit connectivity to the Altamont Express and Amtrak, providing services for people coming from the East Bay to jobs in the West Bay. The current analysis brings everything together in an environmental document and engineering design to help advance the project. SamTrans owns 11 miles of the rail right of way from Redwood City to the Newark "Y" and credit should be given for the value of the right of way when the funding commitment level to the project is being evaluated by the MTC. Union City is making capital improvements to their station to accommodate Dumbarton and those investments should also be given credit. If credits are considered, the project would get past the 50 percent funding milestone considered by the MTC.

Ms. Maez asked what caused the near double increase in the ridership forecast. Ms. Lee said the key driver was more frequent service.

Daniel Mensing asked if there was any jeopardy with funding agencies backing out. Ms. Lee said that the timing of the State sources is in question and the VTA commitment was no longer there. The VTA Board made a policy decision to prioritize the BART extension project to Santa Clara and the Dumbarton project is no longer in the VTA's 10-year Short Range Transit Program.

Mr. Shaine asked if it was the EIR/EIS that is going to analyze the three rail alternatives and make a recommendation. Ms. Lee replied yes.

ITEMS FOR REVIEW – FEBRUARY 3, 2011 TA BOARD AGENDA

There was no discussion on the following item:

1. Election of 2011 Officers – TA Item 4
2. Statement of Revenues and Expenditures for December 2010 – TA item 5b
3. SamTrans Liaison Report – January 12, 2011 – TA Item 9

Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the San Mateo County Transportation Authority – TA Item 12a

Mr. Shaine asked about benchmark details and the charts on accounts versus benchmarks. Manager, Finance Treasury Lori Snow said the benchmark is based on the Bank of America Merrill Lynch

short-term zero to six month and six to 12 month treasury securities portfolio. She will provide additional information on what is comprised within that benchmark.

George Zimmerman asked if the low rates of return reflect the current market for low risk bonds or their equivalent. Ms. Snow replied yes. She said the portfolio has seen an outflow of securities invested in treasuries and agency notes to the Local Agency Investment Fund in order to have liquidity of funds for operations.

Mr. Shaine asked if the benchmark could go negative. Ms. Snow said there is no cushion on the price of the bonds and when interest rates rise, the very low paying interest rate yielding bonds don't have much value and can go negative.

Mr. Whittemore asked if additional money from the County Pool will be moved to the TA investment portfolio for a better return. Ms. Snow said the TA just completed moving \$50 million from the County Pool to the portfolio and there hasn't been any mention of moving additional funds. Ms. Snow will take this question to executive staff.

A motion (Shaine/Whittemore) to approve acceptance of the investment report was passed.

Fiscal Year 2010 Comprehensive Annual Financial Report – TA Item 12b

A motion (Zimmerman/Whittemore) to endorse the report was approved.

Update on State and Federal Legislative Program – TA Item 13b

Government Affairs Manager Seamus Murphy could not attend the meeting but will follow up on any questions or concerns from the CAC.

Mr. Zimmerman asked about proposed funding reductions in transportation programs proposed by the House Republican Study Committee and if this would affect TA operations. Staff will follow up.

REPORT OF THE CHAIR – BARBARA ARIETTA

- Commented on the effectiveness of the CAC.
- Attended the summits to address Caltrain's future presented by the Silicon Valley Leadership Group at Stanford University and Friends of Caltrain at the San Mateo County Transit District. She distributed website information and a list of suggestions to help save Caltrain. She will provide the CAC with a PowerPoint presented at the Stanford Summit.
- Attended celebrations for the 50th anniversary of the Association of Bay Area Governments and 40th anniversary of the MTC.
- Requested a Brown Act presentation for the CAC.

John Fox and Austin Mader-Clark left at 6:06 p.m.

REPORT FROM STAFF – JOE HURLEY

- The Belmont bike/pedestrian overcrossing project is underway and two freeway closures were involved in erecting stringers over the freeway to support falsework. There was extensive outreach about the closure. There were no registered complaints. Project completion is scheduled for spring 2011.

- The TA and C/CAG announced a joint call for projects beginning Monday, February 14, which covers Fiscal Year 2012 and 2013 for the county's Pedestrian and Bicycle Program. Application materials will be available on the TA website Monday, February 14 and applications will be due by 4 p.m. Thursday, March 17.
- The CTC allocated \$32.6 million to the TA for the Marsh to the University Avenue auxiliary lane project and construction is scheduled to begin this summer.

Ms. Maez said the timeframe for the call and deadline for applications might create problems for city council calendars. Mr. Hurley said there has been an aggressive campaign to let all cities know about the application process. He said this is a partnership between the TA and C/CAG using Measure A funding and Transportation Demand Act Article 3 funding under the control of C/CAG, which is an economy of scale to pool resources.

April Vargas said she attended the Friends of Caltrain summit on Caltrain's future and urged people to sign up at friendsofcaltrain.com to receive information and join together to help save Caltrain service.

Mr. Hurley said there are four community outreach meetings to discuss Caltrain's proposed fare and service changes: San Jose-February 14 at 7 p.m., San Francisco-February 16 at 6 p.m., Gilroy-February 17 at 6 p.m., and at the San Mateo County Transit District on February 17 at 6 p.m.

Ms. Lasensky said the Friends of Caltrain provided an action item list at their January 29 summit and she forwarded these to about 800 people at Stanford. She said many people at Stanford rely on Caltrain.

Chair Arietta said Friends of Caltrain also has an email, greencaltrain.org, that links to friendsofcaltrain.com. Mr. Hurley reminded the CAC that it is important to distinguish between a TA item and a Joint Powers Board item. The TA is doing everything it can to support the Caltrain system. Up to 8 percent of Expenditure Plan money can be used for operating expenses and Caltrain is maxing out at 8 percent. There is nothing more from Measure A to support Caltrain on its operation's side.

Public Comment

Pat Giorni, Burlingame, asked if the TA could finance conversion of a couple of bike cars at a cost of \$10,000 per car. Mr. Hurley said groups such as the Bicycle & Pedestrian Advisory Committee could make the request and Caltrain would have to come to the TA with their capital program. Mr. Hurley said it might be appropriate that this come out of the TA's bicycle/pedestrian program.

Pat Dixon asked if some outreach sessions could begin at 10 a.m. rather than 9 a.m. to accommodate travel time for disabled public members and also be scheduled on a Saturday.

Ms. Maez asked that consideration be given to people that may have difficulty driving to meetings in the dark. Mr. Hurley said times are set to maximize a representative cross section of the community.

COMMITTEE COMMENTS

Mr. Whittemore said the city of San Mateo presented its Pedestrian Master Plan last week and is presenting the Bicycle Master Plan at the library on February 9 at 5:30 p.m.

Mr. Whittemore asked if ticket validating machines will be removed because 8-ride and monthly tickets will be phased out. Mr. Hurley will follow up.

Mr. Whittemore said a Palo Alto newspaper that won't put its newspaper online ran an editorial specifically targeting Executive Director Michael Scanlon's pay scale. He asked if there will be a formal response from the TA. Mr. Hurley said this is a matter that is handled by our Public Affairs Department.

Chair Arietta said there was an attack made on Mr. Scanlon's salary at the Friends of Caltrain summit.

Ms. Lasensky asked if the CAC could have some talking points to counter these claims.

Mr. Shaine said Caltrain enjoys a strong reverse commute and there would be a major impact if something happens to Caltrain. He said he was sad to see the departure of former Peninsula Rail Program Director Bob Doty.

Ms. Maez asked if there was any way for Caltrain to bridge using assets or is there a firewall using bonding or leveraging. Mr. Hurley said it was permissible to bond to cover operating expenses. He said the loss of Caltrain service would also affect the Highway 101 corridor, travel time and air quality.

Chair Arietta said additional riders from Caltrain on Highways 101 and 280 would increase regional carbon dioxide emissions by 89,850 metric tons and would be the equivalent of putting two and one-half more traffic lanes in each direction on the highways.

Date and Time of Next Meeting

The next regular meeting of the TA CAC will be held on Tuesday, March 1, 2011 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070.

Adjournment – 6:34 p.m.