

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

MINUTES OF NOVEMBER 29, 2011

MEMBERS PRESENT: B. Arietta (Chair), J. Bigelow, J. Fox, R. Hedges, R. Hees, E. Lasensky, J. Londer, D. Maez, D. Mensing, L. Shaine, L. Simonson, A. Vargas, J. Whittemore, B. Warhurst, G. Zimmerman

MEMBERS ABSENT: None

STAFF PRESENT: J. Ackemann, A. Hughes, C. Harvey, J. Hurley, N. McKenna, M. Scanlon

Chair Barbara Arietta called the meeting to order at 4:35 p.m. and George Zimmerman led the Pledge of Allegiance.

Deputy CEO Chuck Harvey wished the CAC a Happy Holiday season and thanked the CAC for all their work they did this year.

APPROVAL OF MINUTES

Doris Maez said on page three the comment related to the Communications Based Overlay Signal System (CBOSS) should be split into two sentences for clarification. It should read CBOSS allows for communication between the train, wayside and control center to allow trains to operate closer together. It will also provide auto-train stop and will prevent trains from entering a work zone.

Bill Warhurst asked that his name be corrected throughout the minutes from Wurhurst to Warhurst.

Lori Simonson said her comment on page 4 of 6 should read Caltrain now has two bike cars per train.

Jim Whittemore said under follow-up on page 1 of 6 under the approval of minutes, both Larry Shaine and he asked if a follow-up had been received from legal counsel regarding their Brown Act question on written emails. Director Transportation Authority Program Joe Hurley thought former CAC Secretary Rosemary Lake had followed-up with the CAC via an email. The email response was with regard to the question about a “quorum,” the Brown Act defines “meeting” as any congregation of a majority of the members of a legislative body. At times when there is a vacancy, the membership will be defined as those positions that are filled. Therefore, the “majority” requirement will be based on the current number of members, as your quorum definition provides.

A motion (Zimmerman/Hedges) to approve the amended November 1, 2011 minutes was passed.

Daniel Mensing arrived at 4:49 p.m.

PUBLIC COMMENT

San Mateo County Transportation Authority Director Karyl Matsumoto wished the CAC a very happy holiday season and thanked them for their service.

ITEMS FOR REVIEW – DECEMBER 1, 2011 TA BOARD MEETING

Program Report: Transit: Dumbarton Rail Corridor (TA Item 11a)

Interim Executive Officer Planning & Development Aidan Hughes reported:

- The sponsor agency is the TA, the Peninsula Corridor Joint Powers Board is the lead agency and the Federal Transit Administration (FTA) is the lead regulatory agency.
- This is a rail project between Union City and Redwood City with stations at Union City, Centerville, Newark, Menlo Park and Redwood City.
- The Environmental Impact Statement and the Environmental Impact Report (EIS/EIR) is being updated to incorporate new existing baseline conditions of the natural, built and social environments; revised statutes and regulations
- Alternatives being evaluated in the EIS/EIR are the no-build, rail commuter, rail shuttle, rail hybrid and enhanced bus/transportation systems management.
- Analysis of refined alternatives will be completed in January 2012.
- The rail commuter alternative has a train running once an hour from Union City to Redwood City then to San Francisco and another train running once an hour in the morning peak from Union City to San Jose and the reverse movement in the evening.

John Fox arrived at 4:58 p.m.

- The rail shuttle alternative has higher ridership than the commuter alternative running peak period bi-directional shuttles every 15 minutes between Union City and Redwood City. This alternative offers no connection to Caltrain.
- The rail hybrid alternative would take the rail commuter alternative and add a version of the shuttle, but run at 30 minute intervals.
- As part of the environmental process, public meetings were held in Newark, Fremont, Union City, Redwood City and Menlo Park.
- Staff has been in discussions with staff from Redwood City because two of the alternatives would require land outside of the Caltrain right of way at Sequoia Station.
- The funding plan is still being worked on. So far \$340 million has been committed for a project that costs between \$700-800 million.
- Staff is currently working on the draft EIS/EIR which will be made available to the FTA in January/February 2012 and to the public in late spring 2012.

Elizabeth Lasensky said as currently proposed, the railroad will be going through the Don Edwards Wildlife Refuge so what are the prospects that this will be cleared. Mr. Hughes said the work being done is identifying impacts to and coordinating with the refuge representatives.

Mr. Shaine asked what Capital Corridor's role is in this process. Mr. Hughes said they are members of the Dumbarton Rail Policy Advisory Committee (Dumbarton PAC) and their trains will share some of the track.

Mr. Shaine said there is a morning and evening commute shuttle to Stanford Campus and will this be looked at for funding too. Mr. Hughes said what Mr. Shaine is referring to is the

Dumbarton Bus Express which crosses the bridge and part of this project is a request to use some Regional Measure 2 (RM2) funds to help improve the transit service across the bridge and encourage ridership.

Rich Hedges asked who will be operating the bus service. Mr. Hughes said no decision has been made.

Ms. Lasensky said it is not fair that East Palo Alto has trains going through their neighborhoods and not be able to access this service with the rail only alternative with three trains in each direction. This is a very limited service that only serves the East Bay commuters. She said in calculation of where stations will be there is no consideration of the new Gateway Project in Menlo Park at Marsh Road and Stanford is building and increasing their north campus in Redwood City. Mr. Hughes said the commute alternatives work in one direction in the morning and one in the afternoon and the shuttle alternative operates in both directions. The location of the station in Menlo Park was a determination by the Dumbarton PAC that it would be at Willow that was taken on the basis the station offered the potential for the most ridership.

Randy Hees asked what has been added to the cost projections to make them more than five times the initial projection. Mr. Hughes said it is increasing the level of detail and understanding the impacts that would need to be dealt with as the project moves forward. The early assessment on numbers for the bridge alternative was a relatively small number and has grown to a much larger one as staff looks at advancing the design and understanding the environmental and other mitigations that would need to be addressed.

Mr. Hees asked if a flyover in Newark or grade separations are included in current cost projections. Mr. Hughes said none of the project alternatives include grade separations.

Mr. Whittemore asked if the bridge is seismically safe. Mr. Hughes said it is not up to current seismic standards.

Mr. Whittemore asked if the proposal is for a new bridge or a retrofit. Mr. Hughes said it is a combination of rehabilitation and new.

Chair Arietta asked about the feedback received at public meetings. Mr. Hughes said the public meetings were to take comments and did not ask for any particular alternatives. The range of comments received was from noise to alternatives and some very positive comments.

Chair Arietta asked what the technical findings that eliminate two stations (East Palo Alto and Menlo Park). Mr. Hughes said one was about the impact on wetlands and the other was around ridership.

Jeff Londer asked once the trains get on Caltrain tracks will they go non-stop to San Francisco and San Jose. Mr. Hughes said no they will make stops but the stops have not been identified yet.

Mr. Londer asked if the trains will be diesel or electric. Mr. Hughes said diesel because there is a mix of use on the Dumbarton rail.

Approval of Minutes (TA Item 4a)

No discussion

Acceptance of Statement of Revenues and Expenditures for October 2011 (TA Item 4b)

Mr. Zimmerman said he presumes the lower return on the County Pool compared to the investment portfolio reflects more conservative investments in the County Pool such as government bonds. Manager of Treasury Lori Snow said she will research and reply to the entire CAC.

Mr. Whittemore said on the Statement of Revenues and Expenses he was under the impression that staff was projecting zero for the year on grant proceeds and now there is a projection of \$2.7 million. What are the grant proceeds and where did they come from. Ms. Snow said she will ask Director of Budgets April Chan and respond via email.

A motion (Hedges/Bigelow) to support acceptance of the Statement of Revenues and Expenditures for October 2011 was approved.

Resolution of Appreciation to Outgoing Director John Lee (TA Item 6a)

Resolution of Appreciation to Christine Maley-Grubl (TA Item 6b)

Jim Bigelow said both Director John Lee and Christine Maley-Grubl were strong and productive supporters of transportation.

Mr. Hurley said Ms. Maley-Grubl accepted the position Executive Director of the Fisherman's Wharf Community Benefit District in San Francisco starting in January. This is a big loss to the Peninsula Traffic Congestion Relief Alliance.

Sam Trans Liaison Report – November 9, 2011 (TA Item 7)

Mr. Zimmerman said the graphics in this month's report were excellent and easy to understand.

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

Government Affairs Officer Jayme Ackemann said staff is seeing some resolution on the total amount of funding expected to receive from the State Transit Assistance. There was some legislation that ensured an allocation would be received from the proceeds unfortunately, because of the uncertainty of the gas tax fund, the original estimate of \$416 million for the year is not looking to be around \$327 million. At the Federal level the Senate's Environment and Public Works Committee has advanced Moving Ahead for Progress in the 21st Century (MAP-21). This will go before the full Senate for discussion after the additional \$12 billion in funding has been identified that would be needed to make this program whole. The program sustains Federal highway and transit funding at the existing levels, with inflation included, over the next two years. Earlier this month the speaker of the house recommended legislation be pursued to fund a five-year surface transportation bill which would be funded through offshore oil drilling.

Mr. Hedges said the Metropolitan Transportation Commission (MTC) has a map showing all the states according to their gas tax. There are 38 states that have a higher gas tax than California.

Mr. Zimmerman asked why AB 4851 was ordered to the inactive pile. Ms. Ackemann said according to the lobbyists this is still a live bill although they don't expect it to advance and are looking at a workaround through the governor's budget that would eliminate the need for this legislation. There is no requirement for movement on the bill until the summer.

Ms. Maez said she heard a report that only 40 bills have passed this Congress.

Director Carole Groom thanked the CAC for the work they do and the valuable advice they offer the Board.

Executive Director Michael Scanlon said he appreciates how seriously the CAC takes their job and on behalf of the staff thanked them for all they do.

Quarterly Capital Projects Report – 1st Quarter (TA Item 11c)

No discussion.

REPORT OF THE CHAIR – BARBARA ARIETTA

Appointment of Nominating Committee

Chair Arietta appointed Mr. Hees and Mr. Bigelow to the nominating committee.

Chair Arietta reported that she attended the High Speed Rail Business Plan meeting in Palo Alto.

REPORT FROM STAFF – JOE HURLEY

- The new Burlingame pedestrian overcrossing was named after former mayor and TA Board member, Rosalie O'Mahony.
- On November 19 the ribbon cutting for the Belmont Bicycle/Pedestrian overcrossing occurred. There was a lot of support for the project from the public.

COMMITTEE COMMENTS

Mr. Whittemore asked if there can be an update on the TA expenditure of \$27-\$28 million to purchase property at 85 Natoma Street in San Francisco for the Transbay project. He asked how much of the property has been sold, at what price and is the TA receiving interest on the money.

Ms. Lasensky said yesterday her Caltrain commute was very bad and caused her to be 90 minutes late to work. She said a lot of people are commenting that there is a lot of litter along the tracks, especially in Redwood City.

April Vargas said she hopes in 2012 people make a commitment to drive less and take transit.

Mr. Bigelow said there is an action item coming before the MTC to allow up to \$5.5 million a year to expand the Dumbarton Corridor Service to get more future ridership from the train option. It would be good to get a report in more detail on the timing and encourage the TA Board to support.

Ms. Maez said she rode Caltrain to an expo in San Jose. She said there were spaces in the bike car but the two wheelchair spaces were used. If there is someone on the platform with a wheelchair the bike space cannot be used for wheelchairs.

Mr. Zimmerman said he can no longer get his transit tickets at Safeway. He thanked Mr. Scanlon for the outstanding staff he has provided the CAC.

Date and Time of Next Meeting

Tuesday, January 3, 2012 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070.

The meeting adjourned at 6:05 p.m.