

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

MINUTES OF OCTOBER 2, 2012

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

MEMBERS ABSENT: J. Fox, A. Vargas

STAFF PRESENT: J. Averill, A. Chan, C. Chung, A. Hughes, J. Hurley, S. Murphy

Chair Barbara Arietta called the meeting to order at 4:30 p.m. and led the Pledge of Allegiance.

APPROVAL OF MINUTES OF SEPTEMBER 4

Randy Hees said his name was misspelled.

Jeff Londer said he did not attend the July meeting so he wouldn't have made the motion to approve the July minutes as indicated in the September minutes. Jim Whittemore said he made the motion.

Mr. Whittemore said the CAC minutes state the leverage on the Highway Program Call for Projects (CFP) was 34 percent, but the Board minutes state the leverage was 37 percent and asked if there was a change. Interim Manager of Programming and Monitoring Celia Chung said there was a change because an additional sum of funding for the Burlingame project was not taken into account. The actual leverage is 37 percent.

A motion (Bigelow/Hees) to approve the September minutes as amended was approved.

PUBLIC COMMENT

None

ITEMS FOR REVIEW – OCTOBER 4, 2012 TA BOARD MEETING

Approve 23 Highway Projects and Authorize Allocation and/or Programming of \$82.71 Million in Original and New Measure A Funds (TA Item 11a)

Project Manager Aidan Hughes said:

- Since the last meeting, draft recommendations were presented to the Board and the City/County Association of Governments (C/CAG) Technical Advisory Committee (TAC), scores were released to the applicants, changes have been made to the draft based on new information, and a final recommendations list has been developed.
- The concept of Complete Streets is an emerging concept that deals with the overall movement of people including autos, transit, bicycles, and pedestrians, but the criteria

used to assess the applications for these projects came from the Short-range Highway Plan (SRHP) which does not address Complete Streets.

- C/CAG, the TA, and the California Department of Transportation (Caltrans) worked together and identified sources to fund the Alpine/Interstate 280 Bike Lane Striping Project, and will not be funded through this program.
- The technical criteria from the SRHP consist of 45 percent effectiveness, 20 percent readiness, 15 percent need, 10 percent policy consistency, and 10 percent sustainability.
- When applications and clarifications were received, they were issued to the seven-member evaluation panel which included five staff members from the TA, one from Alameda County Transportation Commission, and one from Caltrans. Each member had up to three weeks to evaluate the applications against the criteria, and then the panel met and discussed each of the projects to come up with the list.
- C/CAG TAC met in September and approved the final list of recommendations but added caveats which required the TA to improve and clarify the CFP process, and to help identify funding for unfunded projects.
- The final recommendation list includes a total of \$82.71 million for the same 23 projects from the preliminary list, but with some administrative changes to the program-only versus program and allocate categories and to the funding track assignments which allocates funds from either Original or New Measure A funds.
- There are a variety of projects being recommended including interchanges, non-freeway, local roadways, and planning projects. Project phases include planning and studies, environmental, design, right of way, and construction.
- Proposed Board actions are to program and allocate \$57.62 million, and program only \$25.09 million for a total of \$82.71 million. To program only means the TA will show a commitment to the project, and when the sponsor and project meet the designated conditions, the Board will allocate funds.
- Next steps include approving the final list and programming actions, executing funding agreements, and having a policy discussion on CFP process improvements.

William Warhurst asked how value of the program was evaluated. Mr. Hughes said the criteria were established by the SRHP and points were allocated to each category. The Board has a fiduciary duty to establish value, but value itself was not a criterion.

Larry Shaine asked if a timeline has been established and if another CFP will be made. Mr. Hughes said based on the SRHP, staff expects to see progress within three years, but this is not policy. Staff would like to establish a policy regarding a timeframe to address instances when no progress is made over a number of years. He said another Highway CFP for planning projects will be made next year, and another CFP will be made in two years for all types of projects.

Daniel Mensing asked how the categories are weighted and what is included in each category. Mr. Hughes said in summary, effectiveness is meant to relieve congestion, readiness is the project is active and in a phase up to or including completion of conceptual development, need mitigates congestion or is located in a countywide transportation plan, policy consistency is project need or purpose, and sustainability is whether the project is an operational improvement rather than infrastructure expansion.

Richard Hedges said the concept of being ready is not clear. There may not be community agreement about readiness, and the Metropolitan Transportation Commission (MTC) has its own definition. He asked if the readiness period should be extended. Mr. Hughes said staff does not have the ability to interpret readiness criteria in any other way than how it is defined in the Board adopted SRHP.

Laurie Simonson asked how Complete Streets will be considered in the future since Complete Streets Legislation was put into effect in 2011. Mr. Hughes said staff is proposing to go to the Board in a few months with a “lessons learned” document and will address whether there needs to be policy changes around Complete Streets.

Mr. Whittemore asked what happened to the bicycle and pedestrian modes in the East Palo Alto project. Ms. Chung said one concern the evaluators had was whether the widening of the bridge on the north side was to accommodate the off ramp or if it was just to provide bicycle and pedestrian improvements. Caltrans considers the widening necessary, so the recommendation was changed and the bike and pedestrian wording was removed from the application.

Mr. Whittemore said he thought the Environmental Impact Report was already approved for the Pacifica San Pedro Creek Bridge Project. Director, Transportation Authority Program Joe Hurley said this project proposes to replace the existing bridge with a higher bridge to address the potential flood of the bridge and surround area. One of the regulatory agencies has imposed as a condition of their permit to include the widening of the creek in the project scope. The subject funding is for the environmental clearance, designed and construction of the creek widening.

Mr. Whittemore said policy consistency is an irrelevant standard and should not be included in the criteria, and parts of it are already covered by other criteria.

Mr. Hees asked when the TA will publish a schedule about when the next CFPs will come out so agencies can plan ahead and be prepared, and if potential applicants are aware of the dates of the upcoming CFPs. Mr. Hughes said the C/CAG TAC is aware of them, and the information is public, but staff can go back to the sponsors to make sure they have the information. This is a 25-year program and there will be many more CFPs over the years.

Jim Bigelow said the fact that the majority of the cities put in many projects and only a few are not being funded speaks very well to the satisfaction of the cities at large and the county with respect to the effort put in by city managers, C/CAG, TA staff, and various stakeholders to establish and review the criteria. Each city council had to do a resolution to support this program.

Elizabeth Lasensky asked if any information or help will be given to applications that are not selected. Mr. Hughes said TA staff have been working with all applicants for projects that have not been recommended. They have been provided with details about where the projects rated poorly, and information has been given to the applicants to help them understand if they need to make changes.

A motion (Bigelow/Zimmerman) to support the approval and allocation and or programming of \$82.71 million passed.

Authorize Amendment to the Fiscal Year 2013 Budget by \$308,000 and Enter into a Funding Agreement with Metropolitan Transportation Commission for the U.S. Highway 101 Ramp Metering Project (TA Item 11b)

Mr. Hurley said ramp metering on Highway 101 south of Route 92 has provided measurable improvements to travel time savings, so this project will expand the ramp metering up to the San Francisco County line. This amendment is allowing for increased budget capacity.

Mr. Londer asked if every on-ramp will be metered north of Route 92. He said Poplar is a very short ramp. Mr. Hurley said almost every on ramp will be metered but an exception may be made at Poplar.

Mr. Hees said many cars use the interchange merging lanes as an extension of auxiliary lanes and that creates a safety issue.

Ms. Maez asked if there has been opposition from local jurisdictions. She is concerned the ramp metering could cause backup into local streets. Mr. Hurley said C/CAG has worked with the local jurisdictions to address concerns. The sensors being installed have backup detectors so if backups occur, the metering rate is increased to allow the traffic to be flushed through.

Mr. Hedges said it would be good to put a barrier up on 3rd Avenue on ramp to make the lane longer and prevent drivers from using the merging lane as an auxiliary lane.

Mr. Londer asked if the southbound entrance to Highway 101 from Broadway will be metered. Mr. Hurley said that area will be changed with the Broadway Interchange Project.

Mr. Hurley said ramp metering implementation will begin in the summer of 2013. This action today is just to allow for the budget increase, not about commenting on the ramp metering itself.

Ms. Maez said there was a barrier in place during a construction project and it did not allow drivers to see and made it difficult to merge onto the highway, so if a barrier was added it would need to be something that allows visibility.

Mr. Hedges said speed limits should be changed to 55 during the day to allow people to drive closer together safely and this could raise capacity on the road.

A motion (Hees/Whittemore) to support the amendment passed.

Authorize Amendment to the Fiscal Year 2013 Budget and Allocation of \$3 Million in Measure A Funds for Caltrain's Communications-based Overlay Signal System (CBOSS)/ Positive Train Control Project (TA Item 11c)

Executive Officer, Planning and Development April Chan said the TA is a funding partner for the Early Investment Project of High Speed Rail (HSR). The three partners agreed to provide

\$74.3 million of local funding, of which \$23 million is San Mateo County's share. This proposal is to allocate \$3 million of the \$23 million so the Peninsula Corridor Joint Powers Board can award part of the CBOSS project.

George Zimmerman asked if the other two partners will contribute the same amount. Ms. Chan said yes.

A motion (Zimmerman/Bigelow) to support the amendment passed.

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

Director, Government and Community Affairs Seamus Murphy said:

Federal

A bill called Moving Ahead for Progress in the 21st Century (MAP-21) is the reauthorized surface transportation program. MAP-21 increases funding levels for many key programs. One complication is this is just the reauthorization of the program. The appropriation of the funds still needs to occur. Congress has approved a six-month continuing resolution which maintains the existing funding levels. The increases will not take effect until Congress has a new appropriations bill that takes the changes into account. Staff will work with the American Public Transportation Association at the Federal level to make sure there is retroactive funding when the appropriations bill comes into effect.

The Senate Finance Committee approved a Tax Extenders Package that would reestablish parity between transit commute benefits and parking benefits that employers participate in. Today, transit riders get about \$125 per month pre-tax benefit and drivers get \$240 per month benefit, so this will make it more attractive to take public transit. Congress will likely take up this package in the lame duck session.

Congress was not able to follow through with various terms and conditions they reached to increase the debt ceiling. Cuts in spending and a long-term plan for deficit reduction were supposed to be completed, but were not, so cuts are going to be triggered next year. There are no cuts to the formula programs so transit will be largely insulated from sequestration.

State

Assembly Bill (AB) 1706 was passed. This bill deals with bus weight. Most of the buses in the state are above the legal limit. A window of time has been established to grandfather in some of the older buses. The buses operating today are legal. Buses being procured now will be legal in perpetuity, and any procurements after January 1, 2013 will be legal until January 1, 2015 unless a permanent increase in the weight limit is established. Heavy vehicles damage roads.

State Bill (SB) 1339 allows MTC and the Bay Area Air Quality Management District to implement a pilot program for employers with 50 or more employees to participate in the Federal Transit Commute Benefit Program. This will encourage more transit riders.

AB 32, a market-based Cap-and-Trade compliance system regarding emissions reduction, is being implemented and is supposed to create revenue from businesses over their limits in

emissions. Utility providers will pass along some of the increased costs of that program to their customers, and Legislation has been passed exempting residents and some small businesses from receiving increased fees. Transit agencies are trying to get an exemption. A bill will be introduced next year about this.

The Carl Moyer Program is an air quality improvement program that expired, but the Caltrain Modernization Program depends on funds from this program. It will be reintroduced next year.

Mr. Hedges said this region gets 12 percent of revenue from the Federal government and 16 percent from the State for local transit and highways. He asked if anything has been discussed to resolve the problem of funding reduction due to increased fuel efficiency. Mr. Murphy said MAP-21 borrowed \$17 billion from the General Fund, and many suggestions have been made to fix this issue but nothing has been decided.

Mr. Zimmerman asked if the transit commute benefit for businesses with 50 or more employees has been supported by the local larger businesses. Mr. Bigelow said no negative comments have been received about supporting the implementation of this program. There are 998 employers with 50 or more employees in San Mateo County. Mr. Murphy said employers get a payroll tax deduction for participating in this program.

Ms. Maez asked if the bus weight bill would result in smaller buses or if there is a strategy involved other than changing the rules to work with this issue. Mr. Murphy said it could result in lighter buses. He said when the bus weight was established originally the buses were not over the limit, but now there are new requirements to have equipment for more efficient fueling, wheelchair lifts and other equipment which require the buses to be heavier. The limit has not been adjusted to reflect those requirements. Strategies are being worked on that will make buses lighter while meeting the new requirements.

Mr. Shaine asked if any funding is at risk if there is a shift in power from the presidential election. Mr. Murphy said all the optimism about funding and MAP-21 is operating under the assumption that there will not be a shift. If there is a shift in the parties, there will likely be severe consequences for public transportation. House republicans proposed cutting transportation by about 40 percent, which would have severe, immediate impacts on operations and capital programs.

Mr. Whittemore asked if the TA is working to be exempted as a polluter from the Cap-and-Trade program. Mr. Murphy said the TA is working to be exempted from fees that Pacific Gas and Electric (PG&E) would pass on associated from AB 32. He said this is important for Caltrain because if it is electrified but not exempt from the fees, there would be a big increase in the electricity bill. Mr. Whittemore asked what the rationale is for being exempted. Mr. Murphy said it was because Caltrain is providing a public service. He said Caltrain will not be exempt from the pollution limits, but Caltrain wants to be exempt from the fees PG&E would impose. Mr. Whittemore said it wouldn't make sense, and Caltrain should be able to prove the services are a net benefit to the environment before it is exempt from the fees. Mr. Murphy said a benefit of converting to the electric system is a 90 percent emissions reduction which includes the coal burned in and out of state to provide the electricity. Mr. Whittemore said he does not think the

agency should be exempt. Mr. Murphy said if the incentive to electrify is reduced then Caltrain will continue to operate as a diesel system and continue to pollute, so the goal of the exemptions would be to provide incentive for Caltrain to become an electrified system.

Mr. Hees said SamTrans uses articulated buses because it is more cost-effective to run a large bus with one driver to carry the same amount of passengers as two smaller buses with two drivers, and as a result the streets are being torn up. SamTrans no longer has the same funds coming in to repair the roads.

Approval of Minutes of September 6, 2012 (TA Item 4a)

No discussion

Acceptance of Statement of Revenues and Expenditures for August 2012 (TA Item 4b)

Mr. Whittemore said large payments should be made by wire transfer instead of by paper checks.

A motion (Zimmerman/Shaine) to support the acceptance passed.

Resolution of Appreciation for Rich Napier (TA Item 5)

Mr. Hurley said San Mateo County has been fortunate to have Mr. Napier and he will be missed.

Mr. Bigelow said Mr. Napier is very well thought of and is an outstanding person and the CAC should acknowledge their support at the TA Board meeting. Chair Arietta said she will make that acknowledgement at the Board meeting.

SamTrans Liaison Report – August 8, 2012 (TA Item 8)

No discussion

REPORT OF THE CHAIR – BARBARA ARIETTA

Chair Arietta reported:

- Friends of Caltrain are urging people to adopt a station to weigh in on what's happening with the various stations in San Mateo County and to bring questions to their city council.
- Menlo Park City Council will have a Caltrain Modernization update on October 9.
- Burlingame City Council will have an update on the blended system on October 15.
- Clipper has expanded to some of the ferries.
- According to a report in the International Business Times, the China Investment Corporation has expressed interest in investing in U.S. infrastructure projects and believes this is the largest untapped market for HSR.

REPORT FROM STAFF – JOE HURLEY

Mr. Hurley said there was a Burlingame council meeting on October 1. They discussed visual enhances proposed as part of the Broadway Interchange Project such as lighting, landscaping, and retaining walls. The presentation was well received by the council.

Mr. Hurley thanked the CAC for their contributions on the Highway Program.

MEMBER COMMENTS/REQUESTS

Ms. Lasensky said she participates in the Adopt a Station program. Ms. Simonson said she has also adopted a station.

Mr. Warhurst said he doesn't think the Alpine/Interstate 280 intersection was one of the most unsafe intersections and asked how to get other intersections to apply for funding. Mr. Hurley said to go to staff members from jurisdictions where safety issues are located and to encourage them to apply for funding.

Mr. Shaine said he would like one or two of the CAC members to be on TA Board subcommittees when they work on various projects because the CAC members have a lot of experience and education to add and he would like the CAC to have a stronger voice.

Ms. Maez said Palo Alto has objections to some grade separations and the CAC should be aware of their objections. She said SamTrans is having a series of meetings to discuss route changes and the changes are on the SamTrans website. She is concerned people who are out of work are not riding the bus and when they get work the bus routes won't be available.

Mr. Zimmerman said Bay Area Rapid Transit (BART) should light up their stations and since the TA gives money to BART he would like to make that suggestion.

DATE, TIME AND PLACE OF NEXT MEETING

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

The meeting adjourned at 6:21 p.m.