

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

**MINUTES OF APRIL 2, 2013**

**MEMBERS PRESENT:** B. Arietta, J. Bigelow, R. Hedges, R. Hees, E. Lasensky, J. Londer, D. Maez, L. Shaine, L. Simonson, A. Vargas, B. Warhurst, J. Whittlemore, G. Zimmerman

**MEMBERS ABSENT:** J. Fox, D. Mensing

**STAFF PRESENT:** J. Averill, A. Chan, S. Cocke, J. McKim, L. Snow

Chair Barbara Arietta called the meeting to order at 4:39 p.m. and Rich Hedges led the Pledge of Allegiance.

**APPROVAL OF MINUTES OF MARCH 5**

Bill Warhurst said the quoted statement on page six is also attached so it does not need to be stated in the minutes.

Chair Arietta said the reason is because she read the statement into the minutes and then attached the statement as backup material.

Jim Whittlemore said it shouldn't be deleted because the source asked that it be read into the minutes.

A motion (Bigelow/Simonson) to approve the March 5, 2013 minutes was approved (Warhurst opposed).

**PUBLIC COMMENT**

None.

**ITEMS FOR REVIEW – APRIL 4, 2013 TA BOARD MEETING**

**Authorize Approval of Guiding Principles for Project Selection for the New Measure A Grade Separation Program (TA Item 10a)**

Executive Officer, Planning and Development April Chan presented:

- Fifteen percent of Measure A funds was set aside for this program.
- Staff estimated \$225 million would be available over the life of the program, and \$200 million is left.
- The purpose of the program is to construct new or improve existing grade separations.
- 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.

Doris Maez arrived at 4:50 p.m.

- Staff proposes to allocate 80 percent of the remaining available funds for construction and 20 percent for preconstruction with at least 10 percent for design.
- Funds will be programmed and allocated by phase.
- The planning and project study report phase requires the sponsor with a candidate project to study project alternatives, develop cost estimates, include a scenario consistent with the Caltrain/High Speed Rail (HSR) blended system, and include Caltrain in the planning process.
- The preliminary engineering and environmental phase requires the city to complete the necessary Federal and or State environmental assessment, and have city council approval and Caltrain concurrence with the selected alternative.
- The design phase requires the candidate to complete the design with Caltrain to ensure railroad design standards are met, and have city council approval and Caltrain concurrence with the selected alternative.
- The construction phase requires the construction to be completed by Caltrain, the candidate must secure a full funding plan, and have city council approval and Caltrain concurrence with the selected alternative.
- Project evaluation criteria will be established to consider: safety improvements and local traffic congestion relief, improvement of the railroad's operational flexibility, project readiness, project effectiveness, geographic equity, the extent the project supports economic development, and how the funding is leveraged.
- Next steps include: Board approval of the project selection process in April, development of the project evaluation criteria in April and May, solicitation of projects for the first round of funding in May and June, and Board approval of the first round of funding in the summer.

April Vargas asked what is meant by "the extent project supports economic development." Ms. Chan said it determines if the project supports other Transit Oriented Development around the area, if it encourages job development, and how it works with the community.

George Zimmerman said he commends staff for developing the criteria. He asked how many grade separation projects could be covered with only \$200 million allocated for grade separation projects and if there are any other funding sources to assist with these projects. Ms. Chan said the State has Public Utilities Commission (PUC) 190 funding specifically for grade separation projects, but that is only about \$15 million per year and is awarded based on the ranking of the crossing. The State Transportation Improvement Program also offers funding, and there may be others but nothing can be guaranteed in the timeframe the TA is working with. There may be funding coming from the State for HSR and the blended system. She said grade separations costs range so there is no way to tell how many can be done.

Elizabeth Lasensky said over the time from the beginning of the project to the end, city councils can change hands politically and asked if there is a way to balance that.

Ms. Chan said the project sponsor must prove the city council approves the projects at each phase.

Larry Shaine asked if this is the only time a sponsor can apply for the project, or if a city will have another opportunity to apply if they are rejected this time around. Ms. Chan said solicitations will possibly go out again in three to five years.

Chair Arietta said \$20 million is not a lot of money for preconstruction to last until 2033 when the program expires. Ms. Chan said that is why the TA has to devise criteria to prioritize and rank the projects and decide how much to fund.

Jim Bigelow said he likes the emphasis on Caltrain's concurrence. He said to think about these like highway interchange projects: only bill them when the receipts come in and the money builds up. He said the CAC had a presentation about a Brisbane roadway system but Brisbane is not listed in the presentation. Ms. Chan said she does not think Brisbane was in the Measure A Expenditure Plan.

Mr. Hedges said cities that have money available for matching funds should be added to the list of criteria. Ms. Chan said funding leverage covers that issue, and before a project can go into construction the city needs to demonstrate a full funding plan.

Mr. Hedges asked if economic development is a new criterion. Ms. Chan said no, it is in the Strategic Plan. Mr. Hedges said San Mateo cannot continue to build out the Priority Development Area until at least one grade crossing is constructed.

Laurie Simonson said demonstrated community support should be in the planning and project study phase as it is currently in the construction phase. If a city waits until the construction phase before it finds out it has community support it could be a waste of money. She said the first paragraph of the resolution talks about a half-cent transaction and use tax, but the second paragraph talks about a sales tax. She asked if they are the same. Ms. Chan said she would check with the attorneys.

Randy Hees said there aren't many cities competing for this funding because the projects are disruptive to construct. He said in theory some projects could be denied due to the geographic equity criterion. He said Caltrain should be able to initiate a project because they may need to. Ms. Chan said Caltrain can be a project sponsor per the Expenditure Plan.

Mr. Warhurst said there may be enough cities with enough planning that would like to compete.

Jeff Londer asked who will be evaluating and scoring the applications and who is going to assign the weight to the criteria. Ms. Chan said there will be an internal staff evaluation panel and external parties will be included to provide objectivity.

Mr. Whittemore said he would like to know the difference between guiding principles and evaluation criteria. He said the Board had a discussion about the guiding principles at the last Board meeting and were told legal counsel would be consulted.

He asked if staff went to legal counsel, what documents and criteria they saw, and what they said. He said the evaluation criteria are not reviewed by anyone except staff according to the timeline. He said the only criteria that are good are safety and congestion. The others are not the driving principles for the small pool of money available. He said if the trains are going to be running at over 100 miles per hour (mph), safety is the most important thing.

Chair Arietta asked if the trains are going to run over 100 mph. Senior Planner Stacy Cocke said for electrification the speeds will stay at 79 mph, but in the blended system speeds up to 110 are contemplated.

Mr. Whittemore said he does not know what "demonstrated community support" could be, how it is a metric or how it could be quantified. He asked if the San Bruno Grade Separation or the Tilton Avenue Project in San Mateo would have qualified under these new criteria. He asked when the city would have to first start contributing to the funding because there's nothing stopping them from asking for a study to be conducted if they are not required to put any money into it.

Ms. Chan said the Board discussed getting a legal opinion regarding the communities that are not outright supporting the blended system and whether the TA can exclude them from competing for the funding. Staff spoke to legal counsel and had to look at the language of the Expenditure Plan. The Expenditure Plan is to relieve local traffic congestion and improve safety, so cities cannot be excluded if they do not support the HSR/blended system. She said the guiding principles are meant to help guide the TA in allocating the funding over the life of the program. The TA Board will select a subcommittee of the Board to advise staff to develop the evaluation criteria. She said she is not sure what point in the process cities will be required to provide a match of funds, and measuring community support is not known at this time, but these will be vetted out by the Board subcommittee and staff.

A motion (Bigelow/Hedges) to support the approval of the guiding principles was approved (Whittemore opposed).

### **Program Report: Transit – Caltrain Modernization-Corridor Electrification (TA Item 10b)**

Ms. Cocke presented:

- Caltrain and the California High-speed Rail Authority (CHSRA) have a beneficial partnership.
- Common understanding of the blended system is primarily a two-track system with trains running up to speeds of 110 mph, partially grade separated, with six Caltrain trains and four HSR trains per peak hour per direction.
- There will be an incremental investment into the blended system starting with the electrification project and the advanced signal system.
- The Communications-based Overlay Signal System has already been environmentally cleared, the corridor electrification is being worked on for environmental clearance now, and the blended system will be environmentally cleared at a later date.
- The electrification project includes 51 miles from San Francisco to Tamien Station. The trains will operate at speeds up to 79 mph. There are five trains per hour per

direction and that will increase to six. Infrastructure will be put into place including the poles and wires, the traction power facilities, and the electric powered vehicles. Service to Gilroy will still exist via diesel trains. Caltrain will continue to support the existing tenant services.

- The project purpose and need are to improve train performance, service, ridership, and revenue, to reduce cost and environmental impacts, and provide an HSR-compatible electrical infrastructure.
- Renderings of electrified vehicles and traction facilities were shown.

Mr. Hees asked if the HSR-compatible infrastructure has been defined. Ms. Cocke said it is a compatible system. Mr. Hees asked what is required to go over 79 mph besides sign-off by PUC and the Federal Railroad Administration. Ms. Cocke said there is no requirement for a grade separation up to 125 mph but staff will likely go through a hazard assessment and implement safety measures.

Mr. Zimmerman asked for a list of at-grade crossings with an electrified system and overhead contact system. Ms. Cocke said she will send out that information.

Ms. Lasensky asked if the six trains per hour will be making all stops. Ms. Cocke said a prototypical schedule will be released but it is not known at this time. Ms. Lasensky asked if the level-platform concept is considered in this scenario. Ms. Cocke said no, but it could be environmentally evaluated later. Ms. Lasensky asked how the tenants who rent space at the stations such as a coffee shop will be affected. Ms. Cocke said the project won't affect them because there are no additional tracks, the poles and wires will be on existing platforms.

Mr. Shaine said the Downtown Extension Project is listed in the slide and asked if that is in the plans. Ms. Cocke said foreseeable projects must be disclosed and that is a reasonable foreseeable project. Mr. Shaine asked how diesel trains coming from Gilroy will be handled. Ms. Cocke said Caltrain will have to figure out where to do a transfer but this is not until 2023.

Mr. Bigelow said this was a very good presentation. He said quad gates will have to be put up where there are at-grade crossings.

Ms. Simonson asked what information is being sought by the grade crossing and local traffic analysis studies. Ms. Cocke said to understand and quantify the conditions and gate-down time. She said this looks at how the changes impact local traffic. Staff has to narrow down the schedule and stopping pattern before committing to a grade separation or any improvement. Ms. Simonson said this is helpful information for analyzing the Grade Separation Call for Projects.

Mr. Warhurst asked if the new system will improve gate-down time. Ms. Cocke said the new system will know where the trains are going to stop and if they stop before a gate, the gates will not come down at all.

Mr. Londer asked if lawsuits prevail and HSR is postponed or stopped how it would affect electrification. Ms. Cocke said the project would be short \$700 million.

Mr. Whittemore asked if diesel has always been included in the cost estimations that discuss the financial security of the railroad. Ms. Cocke said it was evaluated in the 2009 environmental document when the Board committed to shortening the project.

Mr. Whittemore said this is not a financially stable operation and it will continue to lose money every year.

Mr. Londer said electrification will save \$10 million every year, but there is a \$40 million deficit.

Ms. Maez said when there is a fatality on the line the schedule is messed up for a long time. She asked with the increased ridership and frequency of trains what the backup plan is for those incidents. She said there is an alternative plan when an accident occurs on the freeway.

Mr. Hedges said there is an electrified line in Los Angeles that operates like a suburban transit and there are no grade crossings. Mr. Hedges said the automobile runs at a deficit as well, but public transit is necessary.

Ms. Lasensky said she was on a train when a fatality occurred somewhere on the line and buses and shuttles were made available to move passengers to another station.

Mr. Whittemore said public transportation should be supported by government but the Peninsula Corridor Joint Powers Board should be honest that Caltrain is not on a financially sound basis.

#### **Update on State and Federal Legislative Program (TA Item 10c)**

No discussion.

#### **Acceptance of Statements of Revenues and Expenditures for February 2013 (TA Item 4b)**

Mr. Whittemore said interest income is 16.7 percent below projection and asked if staff considered re-base lining this. He said between January and February interest income dropped and asked what accounted for it. He said it is particularly noticeable in the investment portfolio returns. He would like to hear an explanation for the severe drop in interest income. He said expenses under the oversight category and admin expenses went up. He said wire transfers costs \$7.50 and asked why some of the Board directors are paid by wire.

Treasury Manager Lori Snow said the Board is paid by Automated Clearing House transaction and costs 5.5 cents per transaction, and electronic payments are consolidated so the TA only pays one transfer fee. She said when staff planed this year's budget last February, staff anticipated there would be maturities of investments that were yielding around 3-4 percent and staff thought they could replace them at about 1.5 percent. They are actually being replaced at about 0.5 percent. A revision was done to lower the interest income but it hasn't been lowered enough. More calls than expected are coming in as well, and anyone who has debt at 5 percent who can call that debt is calling.

Mr. Londer said on page 10 there are several payments to Capital Programs. He said a more detailed description other than Capital Programs would be helpful. Ms. Snow said some investigation will be done on that issue.

Ms. Maez said on page 8 the October quarter and January quarter show a big difference in the anticipated increase and asked why. Ms. Snow said while interest rates keep coming down, sales tax revenues keep going up.

A motion (Zimmerman/Lasensky) to approve the Statements of Revenues and Expenditures was approved.

### **SamTrans Liaison Report – March 13, 2013 (TA Item 7)**

No discussion.

### **Approval of Minutes of March 7, 2013 (TA Item 4a)**

No discussion.

### **REPORT OF THE CHAIR – BARBARA ARIETTA**

*See the attachment for Chair Arietta's complete report.*

### **REPORT FROM STAFF – JIM MCKIM**

Project Manager Jim McKim reminded TA CAC members whose terms are expiring it is time to reapply.

### **MEMBER COMMENTS/REQUESTS**

Mr. Hedges said he was in Los Angeles and took the light rail and it took 50 minutes to go from Long Beach to downtown and by car it would be two and a half hours. The Bay Area has a long way to go to catch up with the transit in Los Angeles.

Mr. Hees said he was in Washington D.C. and their Metro Card works on the bus, the train, and it pays for parking at the transit station. Clipper Card continues to be confusing. He said it could take three days for funds to show up on the Clipper Card after they are added.

Mr. Hedges said it is a nightmare to get money to come forward on the Clipper Card. He said it is not the system; it is that all the jurisdictions have different rules that aren't published.

Mr. Zimmerman said Shanghai has 10 underground lines, and the maglev train is not cost effective. He said he goes to Walgreens to deal with the Clipper Card.

Ms. Lasensky said Route KX to the airport makes four stops in the terminal and it is \$2 per trip. She said the number of buses needs to be increased.

Mr. Shaine said when he hears there's going to be a subcommittee of the Board to hear criteria for the grade separations he thinks the quality of information from the CAC

would be valuable and he said he would like to make an appeal to the Board to include members of the TA CAC.

Mr. Bigelow said at the airport central garage there's only one lane into the parking lot that reads FasTrak.

Ms. Simonson said Walk to Work Day is on April 12, Bike to Work Day is May 9.

April Vargas thanked everyone who helped to get the Devil's Slide Tunnel Project off.

Mr. Warhurst said FasTrak works in Los Angeles and Orange County and it would be great to have a transportation card that works everywhere.

Ms. Maez said there is only one hearing per county regarding the Transportation Improvement Program and there should be more. She said it is hard to download because it is so large. Chair Arietta said it is available in the local major libraries.

Mr. Londer said Clipper Card is a great disappointment and he has experienced the problems with Clipper as well as the airport parking situation.

Mr. Whittemore said FasTrak is mandated for all transportation projects at a State level. Clipper Card is a mandate of the Metropolitan Transportation Commission. He said a person could be tagged onto Caltrain and transfer to Bay Area Rapid Transit, tag on, and the computer would still think the person is on Caltrain all the way to Gilroy on a day Caltrain doesn't even go to Gilroy and that person would get charged to the end of the line. He said the Photo Guide to Caltrain and the History of Caltrain and the Peninsula Commute Service by Janet McGovern is a good book. He said he is concerned with the handicapped ramps at the Santa Clara Station because it is a very steep incline with 180 degree turns.

**DATE, TIME AND PLACE OF NEXT MEETING**

Tuesday, April 30, 2013 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2<sup>nd</sup> Floor, San Carlos, CA 94070

The meeting adjourned at 6:27 p.m.



**Averill, Joshua**

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**From:** Barbara Arietta <barietta@hotmail.com>  
**Sent:** Monday, April 08, 2013 3:35 PM  
**To:** Averill, Joshua  
**Subject:** \*\*TA CAC Chair Report April 2, 2013\*\*

Good afternoon Josh,

Here's my TA CAC Report for April 2, 2013

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**Chair's Report:**

**Opening of Devil's Slide Tunnels:**

\* TA Directors Carol Matsumoto, Naomi Partridge and Don Horsley, TA Program Director Joe Hurley, CAC member April Vargas and myself attended the long awaited opening of the Devil Slide Tunnels on Monday, March 25, 2013, along with about 400 other folks.

Malcolm Dougherty Director of Caltrans was the MC for the ceremonies and speeches were given by several local politicians, including Congresswomen Jackie Speier and Anna Eshoo, State Senators Jerry Hill and Leland Yee, and Assemblymen Kevin Mullin, Rich Gordon and San Mateo County Board of Supervisors President Don Horsley, as well as Brian Kelly, California's Acting Secretary of Business, Transportation and Housing, along with speakers from the Federal Government and the MTC.

\* Congresswoman Jackie Speier recognized the hard work of the Citizen's Alliance for the Tunnel Solution and presented three of its members-Lennie Roberts, Zoe Kersteen Tucker and April Vargas with proclamations from the U.S. government in appreciation.

As far as our transportation needs going and coming from the tunnels that day, we were escorted to the ceremony location on SAMTRANS buses driven by the SAMTRANS drivers, who delivered the same excellent friendly and on-time services that they are well known for throughout our county. When the drivers told us at 10:00 a.m. that we would be back to our cars at the Half Moon Bay Airport at 1:45 pm, I estimated it would probably be between 1:45 and 2pm. We pulled into the Airport Parking area next to our cars at exactly 1:45pm!

**MTC Releases Draft 2013 Transportation Improvement Program (TIP) and Draft Transportation- Air Quality Conformity Analysis for Plan Bay Area:**

\*The Metropolitan Transportation Commission (MTC) has released the Draft 2013 Transportation Improvement Program (TIP) and Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and the 2013 TIP for public comment. The comment period started Friday, March 29, 2013 and will end on Friday, May 3, 2013 at 4pm. More information on the public hearings to be held in reference to this can be found on [www.onebayarea.org](http://www.onebayarea.org).

Respectfully submitted,

Barbara Arietta