

**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 JULY 30, 2013**

**MEMBERS PRESENT:** B. Arietta, R. Hees, J. Londer, D. Lujan, D. Maez, L. Shaine,  
L. Simonson, A. Vargas, J. Whittemore

**MEMBERS ABSENT:** J. Bigelow, J. Fox, R. Hedges, D. Mensing, B. Warhurst

**STAFF PRESENT:** J. Averill, S. Bhatnagar, A. Chan, E. Goode, J. Hurley, J. Slavitt,  
L. Snow

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

**APPROVAL OF MINUTES OF JUNE 4, 2013**

A motion (Hees/Londer) to approve the June 4, 2013 minutes was approved.

**PUBLIC COMMENT**

None

**ITEMS FOR REVIEW – AUGUST 1, 2013 TA BOARD MEETING**

**Program Report: Alternative Congestion Relief (TA Item 10)**

John Ford, Executive Director, Peninsula Traffic Congestion Relief Alliance (Alliance), presented:

- The Alliance is San Mateo County's Transportation Demand Management (TDM) agency. Its mission is to improve the commute.
- Measure A funds account for about 13 percent of the budget.
- Accomplishments over the last fiscal year include:
  - Employer outreach/support services including improving the database of employers with more than 50 employees and revamping the emergency ride home program
  - Commuter outreach/transit alternatives, which include record participation in the Try Transit Campaign
  - Partnerships/innovative TDM projects
  - Employer-based Shuttle Program with 22 routes. Cost per passenger is \$5.18. Ridership is up 12.8 percent year over year. Fifty-six employers and property managers participate financially
- Major challenges and opportunities include extended commute time, high gas prices and congestion, which create more demand for services, requirements from Senate Bill (SB) 1339 that employers with more than 50 employees provide transit benefits, improvements to the shuttle program, and last-mile connection options.

- The work plan for the upcoming year includes updating the vanpool program, adding shuttle routes to Google Transit and using social media to drive programs.
- The Commute.org website contains ride matching services, carpool incentive program, applications and a live Twitter feed.

Ms. Maez asked if shuttles are included on 511.org. Mr. Ford said no, it is part of the Google map system under the public transit option. He said he hopes the Metropolitan Transportation Commission will incorporate them into 511.org.

Daina Lujan asked if there are plans to continue bike education throughout San Mateo County over the next year. Mr. Ford said the Alliance tries to provide five to seven bike education community events at libraries per year.

Larry Shaine asked since employer shuttles are partially publically funded if any member of the public can ride them. Mr. Ford said they are open to the public and they are funded between 50 and 75 percent from public funds. The only two routes that require passes are those that have city matched funding.

Mr. Shaine said Foster City is about to lose the SamTrans bus that goes to Millbrae Bay Area Rapid Transit (BART) in the morning and at night, and asked if the Alliance shuttles could accommodate those riders. Mr. Ford said reverse commute is encouraged. He said Alliance shuttles are not allowed to duplicate SamTrans routes, but there is potential for a group to sign on to the consortium to supplement ridership.

Jeff Londer said there are no schedules at the Millbrae BART transit center where the shuttles stop and it would be helpful to have them. He said sometimes the shuttles don't wait when Caltrain is running a few minutes late and it would be helpful if the last shuttle would wait a few minutes for any late train that would normally connect with it.

Jim Whittemore asked if the Alliance knows how many of the 800 tickets that were given out for the ferry were used. Mr. Ford said the tickets go back to the transit provider for the ride and the Alliance does not get information back as to how many were used.

Mr. Whittemore asked what metrics are available to look at performance. Mr. Ford said the way the Alliance measures success for the Try Transit Program is through a survey to determine the riders' likelihood to continue to use the service. He said the target is to achieve a 70 percent continuation of whatever mode was used. He said the Alliance's goal is to make as big an impact as possible on the number of people who choose not to drive. He said that is measured by a reduction in the carbon footprint for the average commuter, which is tough to measure and therefore many metrics become anecdotal. One target reported to the funders is to increase the number of employees covered by the Active Employers Program by 10 percent a year.

Mr. Whittemore asked if funding levels have increased or decreased from the major funders. Mr. Ford said the TA requested funding increased two years ago, and increased 18 percent over the last ten years. Funding from most partners has stayed

the same but the Alliance did get an increase from the Transportation Fund for Clean Air.

Mr. Whittemore said the shuttle contract expired in September but had to be extended because of a delay with the Request for Proposals for a new shuttle provider. He asked what caused the delay and if the 1.5 percent cost increase to the base contract is justified. Mr. Ford said some of the delays had to do with contracts and procurement issues and were outside their control. Everything is on time at this point and a new provider will be ready no later than April first. He said both he and the Board felt the increase was fair.

Randy Hees asked if the Facebook, Google, and Genentech buses are captured in the measurements. Mr. Ford said they are not a part of the Alliance program and not part of the reporting but they are very important. During the BART strike when there was excess capacity on Alliance shuttles, the Alliance partnered with Google to pick up some of those additional riders.

Chair Arietta said one of the members who is absent e-mailed her with questions asking if the South San Francisco Ferry had an increase in ridership during the BART strike and if there were advertisements during the transit announcements about the availability of the ferry service. Mr. Ford said the biggest impact the Alliance had was at the ferry terminal so the largest shuttle buses were sent to that location. Signs were put up and social media was used to advertise. Shuttle ridership at the ferry terminal was up about 150 percent.

Mr. Shaine said he would like the chair to let the Board know the CAC enthusiastically supports the Alliance Congestion Relief Program.

### **Grade Separation Program Update (TA Item 12a)**

April Chan, Executive Director, Planning and Development, presented:

- Proposed process for the Call for Projects (CFP):
  - First round in the fall of 2013, next round in two years
  - Approximately \$5 million to \$7 million available
  - Proposed Measure A maximums are up to \$1 million for planning phase projects and up to \$5 million for preliminary engineering/environmental phase projects
  - Coordinate with Caltrain on cost estimates to complete work
- Evaluation criteria includes:
  - Project readiness – 20 percent: quality of the application, sponsor readiness, potential risk factors, consistency with policy
  - Safety and traffic improvements – 35 percent: Public Utilities Code 190 scoring
  - Project need and justification – 35 percent: meeting the need, effectiveness in resolving need and economic development
  - Leveraging – 10 percent: using other funding to complete the project
- Next steps include soliciting projects for first round of funding in August and September, and Board reviewing and approving the first round of funding in October and November.

Mr. Hees said he likes the criteria but has concerns about the amount of money. He said the \$5 million to \$7 million is virtually no money, and there is virtually no match. He said there is almost no political will to do these projects. He asked how this would work out to deal with the 35 grade separations. Ms. Chan said the TA sent out letters of interest to see which cities were interested in pursuing grade crossings and five of the eight jurisdictions responded. There is not a lot of money right now but the planning process needs to be started so when money becomes available the agency will be prepared.

Mr. Shaine asked if high-speed rail (HSR) requires grade separations. Ms. Chan said the projects are not coordinated with HSR, but rather with Caltrain so staff can be sure that grade separation programs do not conflict with the needs of the blended system. Mr. Shaine asked how a project could move forward if passing track locations are not identified. Ms. Chan said the project sponsor will work with Caltrain and they would look at various project scenarios that would not preclude HSR from going through that area.

Mr. Londer said the \$200 million is in 2004 dollars and asked if there is less. Ms. Chan said there might be more because that was based on estimates of \$60 million in annual Measure A receipts, but actual receipts are closer to \$70 million per year.

Mr. Londer asked what the life of the program is. Ms. Chan said it goes to 2033.

**Acceptance of Statement of Revenues and Expenditures for May 2013 (TA Item 4b)**

Mr. Hees said there are higher revenues than expected and asked when the budget is reset. Lori Snow, Manager, Finance Treasury, said the budget was approved at the last Board meeting for Fiscal Year 2014. Mr. Hees said interest is down but the sales tax revenues are up. Eva Goode, Manager, Budgets, said there will be a midyear revise if necessary.

A motion (Hees/Shaine) to approve the statement of revenues and expenditures was approved.

**Information on Statement of Revenues and Expenditures for June 2013 (TA Item 4c)**

No discussion.

**Authorize Acceptance of Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended June 30, 2013 (TA Item 11a)**

No discussion.

A motion (Whittemore/Hees) to approve the acceptance of the Quarterly Investment Report and Fixed Income Market Review Outlook was approved.

**Authorize Allocation of \$410,000 in New Measure A Alternative Congestion Relief Funds to the Peninsula Traffic Congestion Relief Alliance for Fiscal Year 2014 (TA Item 11b)**

Joel Slavit, Manager, Programming and Monitoring, said this item is to authorize the Board to make an allocation in support of the Alliance's programs and to enter into a funding agreement to encumber the funds.

A motion (Hees/Shaine) to approve the allocation to the Alliance was approved.

**Authorize Allocation of \$3,354,000 in New Measure A Highway Program Category Funds to the City of Pacifica for the Route 1 San Pedro Creek Bridge Replacement Project (TA Item 11c)**

Mr. Slavit said the cost of this project has increased. Funding to cover some of the increase is requested from the Measure A Highway Program. There are three areas that account for the increase in cost, expansion of work scope, related construction support needs, and additional regulatory agencies' requirements. The Army Corps of Engineers found the specifications for the work they did on the flood control were not consistent with the hydraulic model, and now more flood control work is required. More environmental work, design work, creek bank stabilization and excavation work has to be done, and the work has to carry over to two construction seasons.

Mr. Slavit said this project is deemed urgent because there is \$3 million of State funding at risk. The city of Pacifica needs to obtain a funding allocation from the California Transportation Commission by January. In order to get that funding, the preconstruction activities need to be complete and they need to show they have a secure funding plan in place. This allocation from the TA is one of the final steps needed to go forward with the project.

Mr. Slavit said there is \$24 million in the New Measure A Coastal Highway Improvements Key Congestion Area. A little over \$10 million would go to this project. This project is ready to go. If this bridge goes down due to the fact that it is not built to the current seismic safety standards, it would impact the entire coastside. Sufficient funding is available to accommodate this request.

Ms. Maez said traffic will be rerouted onto the other bridge in the area and asked if that bridge will be a problem with flood control. Joe Hurley, Director, Transportation Authority Program, said that bridge was replaced several years ago and it was raised so it will not be a problem with flood control.

Mr. Shaine asked if this entire project is being funded by the TA. Mr. Slavit said no, it leverages other sources. Mr. Shaine asked why the TA is being asked to fund almost the entire overage. Mr. Slavit said a Federal One Bay Area grant is covering some of the overrun. Mr. Hurley said the TA insisted the city of Pacifica demonstrate that they sought other funding sources before seeking Measure A funds.

April Vargas said the Army Corps of Engineers did not use their own hydraulic model for the construction and specification and asked why they don't pay for their mistake or give Pacifica a discount. Mr. Slavit said the Army Corps does not have the funding to complete the project and it would take time to fight the issue, which would potentially

result in the loss of State funding. Ms. Vargas said the TA could complete the project and fight the Army Corps to get credit on a future project. Mr. Hurley said the TA will look into it.

Mr. Whittemore asked how the error was found. Mr. Hurley said a team of hydraulic engineers from the California Department of Transportation reviewed the project and detected the error.

Mr. Whittemore asked if all the errors have been found. Mr. Slavitt said the city of Pacific has done due diligence and has gone back over the project with staff and a consultant several times.

A motion (Shaine/Hees) to approve the Allocation to the City of Pacifica for the Route 1 San Pedro Creek Bridge Replacement Project was approved.

**Authorize Approval and Allocation of \$90,762 in New Measure A Local Shuttle Program Funds for the Daly City Bayshore Circulator Shuttle (TA Item 11d)**

No discussion.

A motion (Whittemore/Hees) to approve the allocation for the Daly City Bayshore Circulator Shuttle was approved.

**Authorize Allocation of \$11,960,000 in New Measure A Funds and \$6,390,200 in Original Measure A Funds to the San Mateo County Transit District (District) for Application Towards Caltrain's Fiscal Year 2014 Capital and Operating Budgets and Paratransit Program (TA Item 11e)**

Ms. Goode said \$3.8 million is for the Caltrain FY2014 Capital Budget, \$5.4 million is for the Caltrain FY2014 Operating Budget, \$2.7 is for SamTrans' Paratransit Program, and \$6.4 million is for Caltrain Modernization improvements.

Mr. Hees asked if this completes the Original Measure A Caltrain money. Ms. Goode said the TA committed to allocate and has budgeted \$60 million, San Mateo County's share of the total Early Investment Strategy. There will be \$5 million to \$7 million remaining in the measure that can fund other projects.

Mr. Shaine said Original Measure A funds are more restricted than New Measure A funds for Caltrain. Ms. Goode said money going to operations is from New Measure A and the Original Measure A funding is going to the Early Investment Program.

Mr. Whittemore asked if the Paratransit amount is up from the last year. Ms. Goode said it is because the total estimated collection for Measure A has gone up. Mr. Whittemore asked if it will be mitigated by the money that the county supervisors are allocating to Paratransit. Ms. Goode said the money coming from the county is replacing the District's own sales tax funds so those funds are able to be used elsewhere in the District's budget.

A motion (Hees/Whittemore) to authorize allocation funds to the San Mateo County Transit District was approved.

### **Update on State and Federal Legislative Program (TA Item 12b)**

Shweta Bhatnagar, Government and Community Affairs Officer, said organized labor representatives filed complaints with the US Department of Labor (DOL) stating the State's implementation of pension reform violates Federal collective bargaining protections. The claim is the DOL has held on to a significant amount of Federal grants pertaining to transit projects. The DOL has not been receptive to a sweeping resolution that would allow all transit agencies to get money, so grants are still on hold.

State Legislature is on summer recess and will return in August.

SB556 would require that all public agency vehicles driven by a contractor employee state in the largest fonts on the vehicle, "This vehicle is not operated by a government employee," and all contracted employees must wear a patch or decal that states they are not government employees. This would require all Caltrain trains and all buses and more than 300 employees to have this disclaimer displayed. This bill was created on behalf of firefighter unions as an anti-contractor bill but the way that it is worded makes it applicable to all transit agencies.

### **Approval of Minutes of June 6, 2013 (TA Item 4a)**

No discussion.

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

See the attachment for Chair Arietta's complete report.

Mr. Hurley said the January TA Board meeting is January 2, which would put the TA CAC meeting on New Year's Eve. He asked the CAC to think about what date they would like to schedule the CAC meeting for.

### **REPORT FROM STAFF – JOE HURLEY**

Mr. Hurley said:

- One of the shuttles that the TA funded will expand the route to the trailhead near the Devil's Slide Tunnel.
- It will be recommended that John Baker be appointed to the CAC to replace Elizabeth Lasensky at the August 1 TA Board meeting.

### **MEMBER COMMENTS/REQUESTS**

Mr. Whittemore said the cost overruns are enormous for the Transbay Terminal but the TA is has no more commitment to fund the project.

Mr. Shaine said he is impressed with the knowledge and experience of the members on the CAC and he thinks the Board should include a member of the CAC in subcommittees. Mr. Hurley said the CAC meetings are the appropriate venue to contribute, review and comment on issues for the Board.

Chair Arietta said since new members are on the CAC, it might be good to have a seminar to bring everyone up to speed about the TA's projects and asked if that will happen. Mr. Hurley said staff tries to provide a feature program every month to get into

more depth. Mr. Hees said there needs to be a lot of preparation to be valuable. He said he is concerned that the resources aren't available to make it meaningful.

Mr. Hurley said if everyone completed the sentence, "I feel I could do my job better on the CAC if..." he could tailor something to help focus that meeting.

Ms. Arietta asked to have a notice sent out to ask members to respond to that sentence so Mr. Hurley could respond.

Ms. Maez said the ferry schedule does not work for the reverse commute between Alameda and Oyster Point but it is a nice ride.

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

Tuesday, September 3, 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 6:45 p.m.



**Averill, Joshua**

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**From:** Barbara Arietta <barietta@hotmail.com>  
**Sent:** Tuesday, July 30, 2013 12:32 PM  
**To:** Averill, Joshua  
**Subject:** CAC CHAIRS REPORT TO CAC JULY 30, 2013

Good afternoon Josh,

Here is a copy of my CAC Chairs Report to the CAC for tonight's meeting. See you loater.

Barbara

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**Devils Slide Coastal Trail Concept Plan:**

**The first Public Meeting was held on Thursday July 25th. Concept Documents were presented to the public. The project includes roadway surfacing, signage, accessibility, improvements, habitat protection, and overlooks.**

**The San Mateo County Parks and Recreation Commission will review and receive comment on the plan at the regularly scheduled San Mateo County Parks and Recreation Commission meeting on August 1st, 2013. The meeting w/b held at 4pm in the Board of Supervisors Chambers, Hall of Justice, 400 County Center in RCY.**

**Next Public Meeting will be on August 29th. The BOS is scheduled to give plan approval on September 17th, with the Transfer of Title of the land to County in October 2013. Construction will begin in the Winter of 2013/2014, with the trail due to open in March 2014.**

**You can make comments by emailing [parksandrecreation@smcgov.org](mailto:parksandrecreation@smcgov.org). Comments are due by August 8th, 2013.**

**San Mateo County Supervisors Voted to recommend Sam Trans Funding on July 23rd:**

**The BOS voted to recommend \$10M over two years from the new Measure A sales tax to fund Sam Trans Paratransit. This will also help Sam Trans keep its commitments to bus, shuttle, and train service.**

**The process is not yet complete. The Supervisors are taking public comment about multiple ideas for the sales tax revenue over several meetings and are expected to make their final decisions this Fall.**

**The funding was targeted for Paratransit. Having Paratransit fully funded in 2014/2015 will help Sam Trans fill the \$5.2 million gap in its obligation to Caltrain. There will be more to do to set Caltrain on a stable longterm path.**

**Peninsula Bike Sharing Program to Start next month**

**Memberships for bike sharing are now being sold in the \$7 million dollar pilot program, organized by the Bay Area Air Quality Mgmt District in five bay area cities, including SF, Palo Alto, Mtn View, RCY and San Jose.**

**Annual memberships are available for \$88, along with one-day and three day memberships for \$9 and \$22 respectively. They are available at [www.bayareabikeshare.com](http://www.bayareabikeshare.com) Membership gives riders free use up to 30 minutes per day before charges kick in at \$4 for the second 30 minutes and \$7 for each half hour after that. Keeping the bike for 24 hours will cost \$150...but,riders who lose bikes will get socked for \$1200.**

Critics say that there are not enough bikes in the program and if people find out that there are no bikes avble when they go to get them, they will not use the program.

**Clipper Cards Do Double Duty for Travelers:**

Transit Payment Cards can now be used for parking payments in five SF garages: including Japan Center Garage, North Beach Garage, Performing Arts Garage, Moscone Center Garasge and Mission Bartlett Garage(21st St).

In order to use the Clipper Card for parking drivers must add "parking value" to their Clipper accounts. Parking value is different and is only available online at clippercard.com or by calling Customer Service at 877-878-8883. Drivers can set up their card to reload whenever their value balance falls below \$40 by linking to a credit, debit or bank account

**MTC Approved Final Plan Bay Area on July 18th:**

The Plan Bay Area Plan is the successor to Transportation 2035, the long range plan adopted by the MTC in 2009. The new plan is described as evolutionary rather than revolutionary.

The Plan Bay Area's transportation element specifies how some \$292 billion in anticipated federal, state and local funds will be spent through 2040. Nearly 87 percent (or \$253 billion) will be used to maintain and operate the transportation network we already have. Maintenance and operation of the Bay Area's existing public transit services will receive about 54 percent (\$159 billion) of the revenues. The remainder includes 32 percent for street, road, highway and bridge maintenance. 7 percent for transdit expansion; and 5 percent for roadway and bridge expansion. A \$3.1 billion reserve comprised of future funding through the California Air Resources Board's Cap and Trade program for greenhouse gas emissions accounts for another 1 percent of expected revenues.

Respectfully submitted,

Barbara Arietta  
Chair, SMCTA,CAC