

**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 1, 2014**

**MEMBERS PRESENT:** B. Arietta (Chair), J. Baker, J. Bigelow, J. Fox, R. Hedges, R. Hees, J. Londer, D. Lujan, D. Maez, L. Shaine, L. Simonson, A. Vargas, W. Warhurst, J. Whittemore

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

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

**APPROVAL OF MINUTES OF MARCH 4, 2014**

A motion (Hedges/Hees) to approve the March 4, 2014 minutes was approved (Baker abstained).

**PUBLIC COMMENT**

None

John Fox arrived at 4:34 p.m.

**ITEMS FOR REVIEW – APRIL 3, 2014 TA BOARD MEETING**

**Authorize the Allocation of \$175,000 for the New Measure A Strategic Plan 2014-2018 (TA Item 10a)**

Jim Whittemore asked what the components of the cost are and why they aren't covered by the normal administrative expenses. He asked if external consultants are being hired for this project, and if there is any way to leverage something to get the cost down. He asked what the end product will be. April Chan, Executive Officer, Planning and Development, said the administrative cost is being spread to the various staff that support TA programs, so it will range from planning, finance, and management staff. She said this is a specific cost to support the development and production of the Strategic Plan. She said administrative costs are capped at 1 percent and cannot be exceeded. She said this will be a document similar to the last Strategic Plan. She said a blend of consultant and staff time will be used to work on this project. The cost is estimated at \$175,000 and to the extent it can be lowered it will be, and the remaining funds will be returned.

Mr. Whittemore asked if consultant costs will be through a separate contract or be included in the \$175,000. Ms. Chan said the Board approved contract authority with a bench of consultants, but staff still needs money to pay for the contract authority.

Laurie Simonson asked how much it costs to put the original Strategic Plan together in 2009. Ms. Chan said it was \$200,000 to \$300,000, and since this is a continuation of that plan the cost to update should be lower.

Ms. Simonson asked if funding is being taken from each of the program categories to cover the cost of the update. Ms. Chan said yes.

A motion (Londer/Hees) to support the authorization of the allocation of \$175,000 for the New Measure A Strategic Plan was approved unanimously.

**Authorize Amendment of the Fiscal Year (FY) 2014 Budget by \$164,821 and Programming and Allocation of \$5,853,821 of Measure A Funds from the Pedestrian and Bicycle Program Category (TA Item 10b)**

Randy Hees said it looks like money is being added to cover funding for project 11, the Coast Side Trail.

Mr. Fox asked if the funding that would be available in future years will be reduced in order to get this funding now.

Joel Slavit, Manager, Programming and Monitoring, said staff is recommending the Board advance funds that would be used for the next Call for Projects (CFP). He said the Strategic Plan calls for geographic equity, and there is a desire to make sure every area gets some funding.

Mr. Hees said geographic equity is not a hard line but there is a hard limit within the Measure to spend for bicycle and pedestrian projects, and it is appropriate to spread it geographically. He said if all the money was spent in one area because that is where the good projects were, it would be okay, but other category funds cannot be spent on bicycle and pedestrian projects.

Mr. Slavit said 3 percent is designated for the pedestrian and bicycle category, and while it is theoretically possible that all funds could be spent in one geographic area, because of other considerations it is not likely.

Ms. Simonson asked if more than 3 percent is being spent. Mr. Slavit said the revenues are coming in higher than expected when the revised budget came out in January, so the budget was increased for each category, but no more than 3 percent of funding is being used. He said staff will be using some funding that would have been available for FY2015 and would have gone toward the next CFP to fund this CFP.

April Vargas said she is pleased to see this project being funded. She said it will benefit more than just people living on the coast side. It will be a regional amenity.

Doris Maez arrived at 4:46 p.m.

Mr. Whittemore said this is the second CFP for the Pedestrian and Bicycle Program and the process is better than the first CFP but not good enough. He said in the future he would prefer a longer input process because the CAC did not have much time to comment on the list. He said the process for the CFP was shortened because it was over a holiday season. He said the East Palo Alto project should have been on the list. He said this is the second time the CFP concluded with a surprise amount of money, and it is for the same Board director. He said the second time in the process has the

same frustration with late input and the same last-minute change in the dollar amount based on one person's request. He said this does not seem to be the most efficacious way to run things.

Daina Lujan said East Palo Alto has a lot of other funding sources. They did miss this CFP, but they have received funding from county, State, and Federal dollars for the Safe Routes to School programs. She said the East Palo Alto Public Works Department is very successful in getting other grant dollars.

Jim Bigelow said East Palo Alto also gets other funds from City/County Association of Governments (C/CAG) and other special things. He said cities have to be ready with projects in the queue so when opportunities come up they can go after those funds.

Rich Hedges said staff does the best they can and some of the harassment they get is not necessary. He said this should be left up to staff and if there is any room to play with the numbers they can do it.

Mr. Whittemore said he agreed there are other sources of money and East Palo Alto is proactive. He said all he asked for was that their project be listed, not allocated.

Mr. Hees said a good CFP brings up good projects that are beyond the funding capacity. Staff has more opportunities to find ways to fund bike and pedestrian projects because they are often small enough to find flexibility. He said project 11 needs such a small amount of additional funding that it is rational to advance future funds, and it is a good project and helps with geographical equity.

Ms. Simonson said when the initial CFP went out she had a hard time finding the information on the TA website. Mr. Slavik said there was a mistake in the timing and the information was eventually posted on the home page.

A motion (Hedges/Bigelow) to support the authorization of the amendment of the FY2014 budget by \$164,821 and programming and allocation of \$5,853,821 of Measure A funds from the Pedestrian and Bicycle Program Category was approved unanimously.

### **Program Report: San Mateo County Shuttle Program (TA Item 11a)**

Mr. Slavik presented:

- Program Overview
  - The program is a joint TA-C/CAG CFP.
  - It covers FY2015 and FY2016.
  - The program is composed of Measure A Local Shuttle Program funds and C/CAG Local Transportation Services Shuttle Program funds.
  - The purpose is to provide matching funds for the operation of local shuttle service and to fund shuttles that provide access to regional transit and meet local mobility needs.
- The TA Strategic Plan calls for:
  - Funding considerations to be made through a CFP
  - A project review committee to be assembled to evaluate applications

- Projects to be reviewed based on a set of evaluation criteria
- Funding recommendations to be anchored to the evaluation criteria
- Evaluation Criteria
  - Need and readiness – 40 to 50 percent
  - Effectiveness – 15 to 25 percent
  - Funding leverage – 20 percent
  - Policy consistency and sustainability – 15 percent
- Project Proposals
  - There were 35 applications submitted from eight sponsors.
  - Thirty-four applications will be considered (one application was withdrawn)
  - The amount requested is \$6.9 million out of \$7 million available.
- Project Proposals: Sponsors
  - The majority of the proposed shuttles are managed by the JPB and the Peninsula Traffic Congestion Relief Alliance.
- Project Proposals: Type
  - Commuter shuttles – 26
  - Community shuttles – 4
  - Combination commuter/community shuttles – 4
  - Existing shuttles – 29
  - New shuttles - 5
- Project Proposals: Public/Private Subsidy
  - Almost 80 percent of the proposed shuttles include matching funds from private sector sources.
  - Most of the shuttles that do not include private sector funding include a 25 to 50 percent private subsidy.
- Draft Recommendation
  - Thirty-two proposed shuttles are recommended for funding award.
  - One shuttle is recommended for deferral.
  - One shuttle is not recommended for funding.
  - Recommended for award: \$6.6 million
    - TA – \$5.7 million
    - C/CAG – \$0.9 million
- Next Steps
  - April – Presentation to C/CAG Technical Advisory Committee and Congestion Management and Environmental Quality Committee.
  - May – TA and C/CAG Boards requested to approve proposed Program of Projects.
  - May/June – TA and C/CAG enter into funding agreements with project sponsors.

John Baker asked how many shuttles operate out of San Mateo County. Mr. Slavitt said some of the Menlo Park shuttles touch outside the county, but all shuttles serve and have one end in San Mateo County.

Larry Shaine asked if all shuttles except the Colma Shuttle that was not recommended and the shuttle that was deferred will be recommended for funding. Mr. Slavitt said yes, in May.

Mr. Whittemore asked if anyone submitted after deadline. Mr. Slavitt said no.

Mr. Baker left at 5:15 p.m.

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

Shweta Bhatnagar, Government Affairs Officer, gave the following update:

#### State

She said the Legislature is in full swing and they are hearing bills and holding budget committee hearings, mostly pertaining to transportation issues.

Ms. Bhatnagar said on March 19, Assembly Subcommittee Number 3 held an overview hearing on the governor's plan to expend Cap and Trade funding. Additional hearings are scheduled this week in both the Senate and Assembly. She said she anticipates hearing details on the governor's proposal of \$100 million for the Sustainable Communities Implementation Program, \$50 million for rail modernization and connectivity, and \$250 million for high-speed rail. She said staff has submitted letters in support of additional funding going towards the Sustainable Communities Program and also towards rail connectivity.

Ms. Bhatnagar said last month she reported on Senator Daryl Steinberg's (D-Sacramento) Senate Bill 375, which would remove fuels from the Cap and Trade Program and instead impose a direct carbon tax that would be used for an earned-income tax credit and mass transportation infrastructure. Due to a significant amount of early opposition, the senator is backing away from the bill. Instead he is supporting the original cap and trade structure where metropolitan planning organizations would develop sustainable communities strategies at a regional level in order to reduce greenhouse gas emissions. She said the bill is going to be heard in the Senate Governance and Finance Committee on April 9.

She said the Legislature breaks for spring recess on April 10 and will reconvene on April 21. Once they reconvene, they will have until May 30 to pass bills out of the house of origin.

Ms. Bhatnagar said the California State Department of Transportation (Caltrans) has issued a CFP for the State's Active Transportation Program (ATP). The program was created last year in an effort to consolidate existing Federal and State transportation programs into a single program. The program is intended to encourage increased use of active modes of transportation such as biking or walking. She said \$360 million has been appropriated for the program and applications are due by May 21.

Ms. Maez asked if Senator Leland Yee (D-San Francisco) and two other democrats who are facing legal problems are on committees that are instrumental in transportation funding. Ms. Bhatnagar said staff does not know at this time but is discussing with the TA's lobbyists whether the TA needs to change its strategy on some of the bills.

Mr. Hedges said Senator Steinberg suspended them and they will not be back any time soon. He said their numbers are not counted.

Ms. Simonson asked if the Metropolitan Transportation Commission (MTC) is applying for the \$360 million ATP funds. Ms. Bhatnagar said it is open to any local government agency and any transit agency. Ms. Simonson asked if the TA will apply for any of those funds. Ms. Bhatnagar said staff is reviewing opportunities and projects to apply for. She said there is a project minimum of \$250,000.

Ms. Lujan said projects specific to Safe Routes to School can be under \$250,000 and do not need a local match. She said larger projects that are infrastructure based do require a local match. She said any government agency is eligible to apply, including school districts, city agencies, and transit districts. She said if applicants are not successful at the State level, their projects are automatically bumped to MTC and compete at the regional level. She said applicants who apply at the State level must meet MTC requirements.

Mr. Whittemore asked if the funds staff might pursue for disadvantaged people are for a Redi-Wheels-type program. Ms. Bhatnagar said Assembly Bill 1720 relates to bus axle weight limits. One of the reasons buses are so heavy is because of the Americans with Disabilities Act equipment and emissions equipment. She said staff is looking to purchase equipment that is not so heavy and would increase mobility. She said this is why staff may pursue those funds. Mr. Whittemore said if there is any way to use this funding to provide the Paratransit service it would help.

Ms. Lujan said 25 percent of the funding for the ATP CFP at both the State and regional level is dedicated for disadvantaged communities.

**Program Report: Transit – Dumbarton Corridor (TA Item 11c)**

Ms. Chan said without a robust funding plan the Federal Transit Administration will not allow the environmental review process to move forward. The MTC has \$34.7 million unallocated of Regional Measure 2 (RM2) funding for this project. She said staff has been working with various project partners to come up with a plan and has developed a list of projects to potentially use RM2 funding that would benefit the corridor and could be implemented quickly. She said the list was reviewed by the TA Board in November and then forwarded to MTC. She said MTC is recommending transferring \$14.7 million to the Dumbarton bus fleet for replacement and other capital improvements, and \$20 million to Caltrain electrification. She said the East Bay would get forgiveness of a \$91 million loan for the Bay Area Rapid Transit to San Jose extension. MTC will conduct a public hearing on the RM2 proposal and will take final action at their May meeting.

Ms. Chan said \$50 million was transferred from the grade separation line item in the Original Measure A to the Caltrain category for the Dumbarton Rail Project, and including interest there is still about \$49.2 million that can be returned and used for other purposes. She said staff is reviewing where to redirect that funding.

Mr. Fox asked if the grade separations Ms. Chan mentioned are in the Caltrain corridor. Ms. Chan said yes, the Original Measure A has a category for grade separation. Mr. Fox said the money would help improve the grade separation issues with Caltrain.

Mr. Bigelow said the money for this project has been sitting for a long time. He said since the project is less than 50 percent funded, the Federal government will not support the circulation of the draft environmental document for adoption. He said this plan would refresh the bus operations and make it much better for the corridor and attract more riders. He said bus service might be able to be increased into Menlo Park and Redwood City where Dumbarton rail is due to operate. He said the \$14.7 million is honorable and proper. He said Caltrain was supposed to be operating between Union City and the peninsula. Caltrain is trying to electrify and needs money, so bringing the \$20 million back to the Caltrain corridor is a smart thing to do and will produce something for the tax payers. He said the three JPB counties are to come up with \$20 million to match. He said in 2015, the region, Facebook, Google, and others need to regain political will to get the Dumbarton Rail Project back on track.

Mr. Fox said with this recommendation there should be a statement of purpose or intent that the CAC supports the goals of the Dumbarton corridor and looks forward to funding the goals of the Dumbarton Rail Project in the future. Mr. Bigelow said the CAC encourages the chair to emphasize not to forget the Dumbarton Rail Project because there is still need for it to relieve congestion in the corridor.

Mr. Whittemore said there is potential liability with dismantling the bridge as a hazard. He said the Coast Guard could come back to the owner, which is the TA. He asked if it was wise to release all the funds or if the TA should hold back enough money to decommission or make the bridge safe. Ms. Chan said the bridge is not owned by the TA, it is owned by the San Mateo County Transit District. She said if the Coast Guard comes to the agency, she would tell them this bridge needs to be preserved for this project.

Mr. Whittemore said the bridge is not seismically safe, is falling apart, and is a peril to marine traffic. Mr. Fox said the issue with the bridge had to do with navigation lights and navigation function. He said there is no issue of pieces of the bridge falling off and being a hazard.

Mr. Hees said the other piece was that the lubrication for the pivot had been lost in the Loma Prieta Earthquake and the bridge should not be closed for fear that it would not open.

Ms. Simonson asked how much money is in the pool for grade separations. Ms. Chan said it is estimated at \$200 million. Ms. Simonson asked how much the shortage of funding is for electrification. Ms. Chan it has a full-funding plan and is about \$1.5 billion.

Chair Arietta asked how many grade separations are on the wish list. Ms. Chan said over 20. Chair Arietta asked what the average cost is for a grade separation. Ms. Chan said it depends on what other project components are required.

Chair Arietta said the San Bruno Grade Separation cost \$155 million, and \$250 million doesn't go very far.

Mr. Bigelow said it is TA policy to get a 50 percent local match for grade separations, and there are other funding sources that could help, so the category could have \$400 million with matching funds.

**Acceptance of Statement of Revenues and Expenditures for February 2014 (TA Item 4b)**

Mr. Whittemore said the Lehman Brother's recovery went up by about \$183,000. He asked how many more times the TA get returns.

Lori Snow, Treasury Manager, said the TA received all the remaining share money last summer, but there are two lawsuits currently in place. She said there is one against the executives, and that is the money the TA received recently—the majority in February and the rest in March—and now that case is closed. She said there is one remaining case, also in regard to the executives, under a different cap. It would be for about the same amount as the February and March payouts. She said with the latest payout, the recovery is about 41 cents on the dollar.

A motion (Hedges/Shaine) to support the acceptance of the Statement of Revenues and Expenditures for February 2014 was approved unanimously.

**Approval of Minutes of March 6, 2014 (TA Item 4a)**

No discussion.

**REPORT OF THE CHAIR – BARBARA ARIETTA**

See attachment for Chair Arietta's complete report.

**REPORT FROM STAFF – JIM MCKIM**

No report.

**MEMBER COMMENTS/REQUESTS**

Mr. Hedges said he toured with Universal Paragon and it was a great. He said he was pleased to see the development and design. He said Brisbane is going to benefit from many jobs coming to the area and should share the housing but they don't want to. He said he toured Bay Meadows and some of the housing is going for \$1.2 million. He said 50 percent of the residents take the train and there are local services available so people don't have to leave the development to get what they need.

Ms. Maez said before the Devil's Slide Trail opened, cars got stuck in the tunnel because of other drivers who were trying to pull off to the side of the road to see what was going on, and the fumes were bad even though the tunnel has fans. She said there needs to be enforcement to make sure people do not try to park on the side of the road.

Mr. Bigelow said the Draft Environmental Impact Report for Caltrain electrification meetings are reasonably well attended. He said when the consultants present the numbers of trees to be removed and pruned, they are only presenting the absolute worst-case scenario if all electrical poles are on the outside of the tracks. He said if the

poles can go between the rails, the scenario won't be as bad. They don't give a best-case scenario.

Mr. Fox said he was in Chicago and was struck by the economics of riding their public transit. He said the prices are an incredible bargain compared to the Bay Area.

Ms. Vargas said the Devil's Slide Trail is wonderful. She said there is a need for trail ambassadors to monitor and report unsafe issues and answer questions. She said she spoke to a Caltrans district director who told her bike and pedestrian projects are a priority for Caltrans. She said the San Mateo County Parks Department is committed to finishing trails so there will be parking on the south end so people can hike to the Devil's Slide Trail. She said alternative trail plans might be made to make it easy to get there.

William Warhurst said he used Caltrain to go to San Francisco and it is not convenient to figure out how to use. He said he used 511.org, but it was not right. He said the train times listed on that website are not correct. Mr. Hedges said to use Google Maps. He said new the shuttles are now integrated into Google and it is more accurate than 511.org.

Mr. Fox left at 6:03 p.m.

Jeff Londer said the Caltrain electrification meeting was well attended and was tame. He said the equipment supplier for the Bay Area Bike Share program is bankrupt. He said the upgrade and addition of new bikes is going to be on hold until the end of the year.

Mr. Whittemore said the problem with the Devil's Slide Trail is that in all the publicity about the opening, there was never a mention of the shuttle. He said he is going to ask Mark Simon, Executive Officer, Public Affairs, to communicate better that the TA is funding a very expensive shuttle with the expectation that it is to be used and it would mitigate the problem of people parking on the side of the road.

Mr. Whittemore said after the last meeting the CAC received the TA Progress Report. He said he took apart the document and compared it to the Comprehensive Annual Financial Report and the June 30 Statement of Income and Revenue but he can't tie the numbers back. He said it is not a good report, not well written, and the TA should not bother with it in the future. He said the financials lead people to believe the Lehman Brothers recovery was part of ordinary income. He said there are footnotes for much smaller items. He said the document would lead people to believe the TA has a better fiscal picture than it does, and it is misleading.

Mr. Whittemore said on March 13 he was on Caltrain when the train came to a stop because of a stuck brake. Later the train stopped before a tunnel because of a trespasser. Later the train struck a vehicle. He said the fleet is aging and the people who do maintenance deserve a bonus because it is getting hard to maintain the vehicles. He was impressed with everyone who worked on the train because the communication was well done and he is amazed at the quality of work. He said he felt informed, protected, and respected.

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

Tuesday, April 29, 2014 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 6:15 p.m.

## **Averill, Joshua**

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**From:** Barbara Arietta <barietta@hotmail.com>  
**Sent:** Tuesday, April 01, 2014 3:30 PM  
**To:** Averill, Joshua  
**Cc:** Hurley, Joseph  
**Subject:** \*\*\*CAC Chair's Report to CAC 4/1/14\*\*\*

### **BAY AREA BIKE SHARE PROGRAM CELEBRATES 6 MONTHS OF OPERATION:**

During the first six months of bike share operation, [Bay Area Bike Share](#) riders logged over 150,000 bicycle trips in San Francisco, Redwood City, Palo Alto, Mountain View, and San Jose. With more than 3,700 annual members and 15,000 casual members, the program's popularity grows on a daily basis as Bay Area residents, visitors, and commuters choose bike sharing over driving their cars to, from, and between home, work, and play.

Bay Area Bike Share is a regional grant-funded pilot program that launched on August 29, 2013. Members can check out bikes at any bike share station in San Francisco, Redwood City, Palo Alto, Mountain View, and San Jose.

### **SAN BRUNO GRADE SEPARATION HAS "SOFT OPENING" ON APRIL 1, 2014**

The first train stopped at the new elevated Caltrain station at 5:17 a.m. this morning (April 1st). However, construction is not exactly complete as of yet. Day work will be performed through April 4th from 7am to 6pm. Crews will continue work at the San Mateo and San Bruno Ave. bridges on ramps, stairwells, walls and elevators. Night work will be performed from 8pm to 6am. This week crews will be installing precast concrete bridge panels through Friday.

The boarding platform on Huntington Ave. has closed for service this past Monday. It will be removed in coming weeks. Caltrain will continue to operate the same schedule at the new San Bruno station.

A more formal opening and celebration is scheduled for sometime in May at Posey Park in San Bruno.

### **TRAININGS ON DESIGNING STREETS TO TAKE PLACE IN MAY:**

The Grand Blvd Initiative, Caltrans District 4 and the San Mateo County Health System invite the public to a 2-part training on designing streets that are safe, economically vibrant and sustainable for all users.

Trainings will be led by the National Association of City Transportation Officials (NACTO) and crafted for the unique needs of San Mateo County Cities. To confirm your space, please contact Melody Tulier at [mtulier@smcgov.org](mailto:mtulier@smcgov.org) or call her at 650-573-2304 or send an email to [hpp@smcgov.org](mailto:hpp@smcgov.org) no later than April 11, 2014.

Training Part I on Street and Bikeway Design Guidelines will be held on Tuesday May 13, and Wednesday May 14 from 9am to 2pm at the City of San Mateo Main Library in the Oak Room.

Training Part II on NACTO Street Design Guide Applied Locally will be held on Tuesday, May 20th, from 9am to 2pm at the Fair Oaks Community Center on Middlefield Road in Redwood City, Rooms 1 and 2.

### **DEVIL'S SLIDE TRAIL OPENED ON MARCH 27TH:**

From all reports, a good time was had by both politicians and park enthusiasts on Thursday morning, March 27th. The clouds parted. The "Tunnelistas" poured champagne and the Curios sang "Last Ride on Devil's Slide" making the opening of the new Devil's Slide official.

Access is still an issue being looked at. There are only 41 parking slots. But, Pacifica has a "Devil's Slide" shuttle that will take passengers to the trailhead, as well as the Route 17 SAMTRANS bus which now stops at the trailhead also.

**REMINDER OF MEETINGS AND DEADLINES COMING UP - CALTRAIN EIR:**

The Caltrain electrification environmental impact report has been published and there are 3 remaining public meetings scheduled to be held. The next one will be on Wednesday, April 2nd at the Redwood City Library, followed by a meeting on April 7th at the San Jose Main Library and on April 9th at UCSF Mission Bay at Genentech Hall. The deadline for public comment is April 29th.

**REMINDER: CAC APPLICATIONS DEADLINE:**

Applications for membership on the CAC are due by Friday, April 4th.

Respectfully submitted,

Barbara Arietta  
Chair, San Mateo County Transportation Authority, CAC