

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

MINUTES OF SEPTEMBER 2, 2014

MEMBERS PRESENT: B. Arietta (Chair), J. Baker, D. Bautista, J. Bigelow, R. Hedges, R. Hees, J. Londer, D. Lujan, D. Maez, W. Warhurst, J. Whittemore

MEMBERS ABSENT: J. Fox, L. Shaine, L. Simonson, A. Vargas

STAFF PRESENT: J. Averill, S. Bhatnagar, A. Chan, J. Hurley, J. Slavitt

Chair Barbara Arietta called the meeting to order at 4:33 p.m. and John Baker led the Pledge of Allegiance.

APPROVAL OF THE AUGUST 5, 2014 MEETING MINUTES

No discussion.

Motion/Second: Hees/Bautista

Ayes: Arietta, Bautista, Baker, Bigelow, Hedges, Hees, Londer, Warhurst

Absent: Fox, Lujan, Maez, Shaine, Simonson, Vargas, Whittemore

APPROVAL OF MEETING SUMMARY OF THE AUGUST 5, 2014 STRATEGIC PLAN WORKSHOP

No discussion.

Motion/Second: Hees/Baker

Ayes: Arietta, Bautista, Baker, Bigelow, Hedges, Hees, Londer, Warhurst

Absent: Fox, Lujan, Maez, Shaine, Simonson, Vargas, Whittemore

Jim Whittemore arrived at 4:37 p.m.

PUBLIC COMMENT

None

ITEMS FOR REVIEW – SEPTEMBER 4, 2014 TA BOARD MEETING

Program Report: Alternative Congestion Relief (TA Item 10)

John Ford, Executive Director, Commute.org, presented:

- Commute.org Overview:
 - Known as the Peninsula Traffic Congestion Relief Alliance (Alliance)
 - San Mateo County's Transportation Demand Management (TDM) Agency
 - Goal is to reduce the number of single-occupant vehicles in the county to improve air quality, the environment, and the economy
- Fiscal Year (FY) 2014 Program Report:
 - Employer outreach/support services
 - Emergency ride home
 - Onsite benefits consulting

- Campaigns and competitions
- Employer-based shuttle program
 - Manage 20 routes with 483,784 boardings
 - Cost per passenger is \$5
 - Ridership is up 6.5 percent over last year
 - Fifty-six employers/property managers participate financially

Doris Maez arrived at 4:46 p.m.

- Commuter outreach/transit alternatives
 - Catch a Ride is up 63 percent
 - Try Transit is up 19 percent
 - Carpool is up 5 percent
 - Vanpool is down 3 percent
- Partnerships/special projects
 - Rail Corridor
 - Connect Redwood City
 - San Mateo Community College District
 - Bay Area Bicycle Coalition
- FY2015 Work Plan Challenges and Opportunities:
 - Congestion issues – roads and transit

Daina Lujan arrived at 4:50 p.m.

- Bay Area Commuter Benefits Program – short-term challenges but long-term benefits
- Commuter shuttles – corporate versus last-mile issues
- Short-distance vanpools – promising alternative
- Bike/car/ride share
- Agency bandwidth
- FY2015 Work Plan Key Initiatives:
 - Commute Profile 2014
 - Agency Identity Project
 - Strategic Plan update
 - Bay Area Commuter Benefits Program
 - Shuttle services contract transition
 - Website redesign
 - Innovative TDM grants
- The website, revenue and expense charts, and marketing examples were shown.

Rich Hedges asked if Sony PlayStation has been signed up as an employer. Mr. Ford said not as a direct contributor to the program.

Mr. Baker asked if the shuttles are free and open to public. He said at one time a pass was needed for the Brisbane/Crocker Park shuttle. Mr. Ford said yes. He said there are lots of businesses in the Brisbane/Crocker Park area and some employers stopped participating in the program because the other businesses were paying for it. This resulted in there not being enough sponsors in the program to make it viable. A pass

program was instituted on that route for employees. Brisbane residents can still get free passes.

Mr. Baker said the program should be promoted more to Brisbane residents. Mr. Ford said the program would like to get usage on the reverse commute, which would be used mostly by residents.

Mr. Whittemore said Commute.org is asking for a 4 percent increase from the prior two years and this year the rate of inflation is zero. He asked if the other funding entities are proportionately increasing their donations. Mr. Ford said it is a 3.7 percent increase, and there was no increase last year, and the rate of inflation over the past two years is 5 percent, so they are asking for less than the rate of inflation. He said the other entities are on different cycles for increases.

Mr. Whittemore asked if Commute.org has coordinated with the South San Francisco Ferry and the Bike Share Program out of Redwood City to connect the shuttles with the programs. Mr. Ford said two shuttles are run for the ferry and the Water Emergency Transportation Authority is the funding partner. He said his staff works with employers to promote the ferry.

Mr. Whittemore asked why carpool declined almost 60 percent and what is being done to reverse it. Mr. Ford said incentive programs are one-time options. He said it is a decrease from the one-time incentive.

Mr. Whittemore asked if bike use is measured the day before Bike to Work Day and what the comparison is. Mr. Ford said counters count each of the cyclists that go by each of the counting stations, but from year to year there may be more or fewer counting stations, so the same cyclists may be counted multiple times. Participation rates are up overall, but the actual count is not a great number for measurement.

Mr. Whittemore asked if any effort is being made to see what accomplishments and failures have taken place from the last five-year plan before a new five-year plan is created. Mr. Ford said yes, that is looked at.

Mr. Baker said there are connections from the ferry on the eastern side of U.S. Highway 101, but only one connection on the west side. He suggest an additional stop be placed one block south on Airport Boulevard and Linden Avenue to match up with the SamTrans stop there.

William Warhurst asked if the website will be integrated with 511.org and show car sharing and other options to plan routes. Mr. Ford said he recommends Mr. Warhurst use a concierge service, which is a one-on-one consulting service where someone will help customer plan their routes. He said Commute.org is thinking about making something like this available.

Authorize Allocation of \$425,000 in New Measure A Alternative Congestion Relief Funds to the Peninsula Traffic Congestion Relief Alliance to Support the Countywide Congestion Relief Program for FY2015 (TA Item 11a)

Joel Slavit, Manager, Programing and Monitoring, said this will help fund the Alliance FY2015 Work Program.

Motion/Second: Bautista/Whittemore

Ayes: Arietta, Baker, Bautista, Bigelow, Hedges, Hees, Londer, Lujan, Maez, Warhurst, Whittemore

Absent: Fox, Shaine, Simonson, Vargas

Measure A Semi-Annual Program Status Report (TA Item 4c)

Joe Hurley, Director, TA Program, said this is a summary that shows the Original and New Measure A balances of the programs.

Mr. Whittemore asked how to validate this information using the current reports. He said since it is the CAC's obligation to make sure the Original Measure A funds are appropriately allocated as the program ends, he asked how he can do due diligence on the numbers by using exiting reports to validate the information. Mr. Hurley said this report does not address the allocation, it only addresses the balance of the programs. He said he will discuss this with Mr. Whittemore offline and send a response to the committee.

Motion/Second: Hees/Bigelow

Ayes: Arietta, Baker, Bautista, Bigelow, Hedges, Hees, Londer, Lujan, Maez, Warhurst, Whittemore

Absent: Fox, Shaine, Simonson, Vargas

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

Shweta Bhatnagar, Government Affairs Officer, said the California Legislature adjourned early Saturday morning. The governor has until September 30 to sign any bill sent to him after August 15.

Ms. Bhatnagar said now that the session has concluded, staff focus has turned to the transportation-related Cap and Trade programs and their respective workshops. Staff has submitted comments and attended workshops on the draft guidelines for the Affordable Housing Sustainable Communities, Low Carbon Transportation, and Transit and Intercity Rail programs. Ms. Bhatnagar said for all three programs, staff requested the administering agencies to allow for multi-jurisdictional applicants, which will allow transit agencies, local governments, and regional entities to partner together and submit projects that span multiple jurisdictions, allow multi-year funding for larger projects, which will allow large-scale projects to be awarded funding over several years and won't limit the program to projects that must be completed in one funding cycle, work with regional planning agencies to get a more accurate assessment of disadvantaged communities, and provide more clarification on if a project benefits disadvantaged communities and those located within a disadvantaged community.

Ms. Maez said two senate bills are redundant. One extends design-build authority to 2025 and the other extends it until 2017. Ms. Bhatnagar said the design-build authority is something staff needs for the Caltrain Modernization Project. She said one bill has specific labor components included. In case the governor does not like one, the other will suffice.

Mr. Hedges said the California Supreme Court decided if a city has a General Plan that was voted on by the voters and there is zoning that would restrict a big box store across from a train station, and if 10 percent of the voters sign a petition to go on the ballot, the city council can decide to authorize it and amend the General Plan even though it was authorized by the voters or take it to an election. He said this is interfering with the local communities and will affect transit-oriented development.

Capital Projects Quarterly Status Report – 4th Quarter FY2014 (TA Item 12a)

Mr. Hurley said the Downtown Extension Project will come off this report next quarter. He said the State Route 92, U.S. Highway 101 to Interstate 280, and the Highway Evaluation projects along with the Grade Separation –Menlo Park were put back on the report to show closure and will come off again next quarter. He said there are 8 new projects listed under the Streets and Highway Program.

Randy Hees asked when the Broadway Station and Atherton Station Platform projects will come off the report. Mr. Hurley said the Peninsula Corridor Joint Powers Board (JPB) is the project sponsor. The projects are on hold and staff will have to question the JPB what the plan is for moving forward with these projects.

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

Mr. Hurley said the person who can answer questions about this is not available but staff can share answers to questions about this when she returns.

Mr. Whittemore said there are math mistakes on page 6 in the interest receivable column. He said he cannot reconcile any of these numbers because of the mistakes.

Mr. Hees said based upon obvious calculation discrepancies, there is not enough information for the CAC to approve the report.

Motion/Second: Hees/Londer

Noes: Arietta, Baker, Bautista, Bigelow, Hedges, Hees, Londer, Lujan Maez Warhurst
Whittemore

Absent: Fox, Shaine, Simonson, Vargas

Approval of Minutes of August 7, 2014 (TA Item 4a)

No discussion.

REPORT OF THE CHAIR – BARBARA ARIETTA

See attachment for Chair Arietta's complete report.

REPORT FROM STAFF – JOE HURLEY

Mr. Hurley said:

- The San Pedro Creek Bridge Replacement Project continues to experience congestion on the detour route. The problem is not unique to the weekends and warm weather days. The California Department of Transportation is looking at better communicating the shift in traffic patterns, adjusting the signal timing and other mitigation strategies.

Chair Arietta said she doesn't know if there is a better solution than what is happening now because of the Linda Mar Shopping Center and the population that lives south of Sharp Park Road.

Mr. Hurley said signal timing is tricky because adding time to one direction would take time away from another. He said workers need to be out of the creek by October 15 and cease all construction activity. Because of restrictions nothing will be going on until next April. The detour will be in place through the end of next year.

Mr. Whittemore said workers are racing to get critical work done by October 15 and asked if they will make the goal. Mr. Hurley said it is a very aggressive schedule and the contractor is aware of it.

Chair Arietta asked why there is a hiatus between October 15 and April. Mr. Hurley said there are two endangered species in that area so the regulatory agencies have restricted construction activities after October 15. He said all the work needs to be done within the channel by October 15 to avoid having to dewater the creek and relocate fish, and the permit received by the regulation agencies only allows this to be done once.

Chair Arietta said there needs to be well-placed communication to let people know why things aren't happening and what is happening. She said people will be mad if they see no action but are still impacted.

Mr. Hurley continued:

- The TA Strategic Plan outreach continues. Once the draft is prepared it will come to TA CAC for comment and will be finalized by the end of the year.

Chair Arietta asked if there have been any significant comments or questions. Mr. Hurley said there is a question about changing the amount of money set aside for transit versus bike and pedestrian versus highways, etc. He said it is explained to stakeholders that this is what the voters agreed to and if they want a change they would have to go back to the voters.

Mr. Hees said the lines were much more rigid in the Original Measure A and the New Measure A has more flexibility. He said there is not a good document to explain the rigid and flexible places of the measure. He said it might be good to include something in the new plan as an upfront document that can explain what is not within the flexibility.

Ms. Maez said asked what kind of traffic disruption will occur at the Broadway Interchange. Mr. Hurley said there will be signage alerting people to the lane shifting, the existing white lines will be blasted off and temporary lane striping will be put down, and there will be enforcement by California Highway Patrol to make sure people are more attentive in the construction area.

MEMBER COMMENTS/REQUESTS

Mr. Baker said he is impressed with the San Bruno Grade Separation.

Ms. Maez said the San Bruno Grade Separation has a lot of concrete and the wheelchair ramp is very steep.

Diana Bautista said she took public transit recently and it was very nice and convenient.

Ms. Lujan said some of the traffic around the San Pedro Creek Bridge is diverting to avoid the intersection and some of the traffic is going near Cabrillo Elementary School. She said that area already has a bad intersection for student crossings, there is a blind turn and it is scary for kids in the crosswalk. She said the California Transportation Commission recommendations for the Active Transportation Grants have been approved and East Palo Alto was awarded about \$9 million for a bridge crossing and the San Mateo County Office of Education Safe Routes to School Program was awarded \$900,000.

Jim Bigelow said Michael Scanlon, Executive Director of the TA, is retiring and the CAC should think about saying something to him when the time comes.

Mr. Hedges said Mr. Scanlon may be the only public employee head to be given an award by the San Mateo County Central Labor Council.

Mr. Warhurst said he rode his bike with middle school children to see what the traffic was like and the children were very safe and following the rules and about 50 percent of the adult bike commuters were not.

Jeff Londer said he transferred his balance from one Clipper Card to another but Clipper canceled his new card and reported it stolen, so now he has three cards.

Mr. Hees said his Clipper Card has been working better, but Bay Area Rapid Transit still does not allow customers to use Clipper to pay for parking at Millbrae.

Mr. Whittemore said he went to the special meeting of the San Mateo City Council and to a special planning session to discuss the Hillsdale bike and pedestrian bridge. He said the plan is for a \$17 million to \$32 million bridge and the city desires a signature bridge. He told them a bridge is needed now and it does not need to be a signature bridge because the intersection is dangerous for pedestrians and bicyclists. He said that is too much money to spend on a bridge. He said since 2001 there have been 60 major traffic accidents involving pedestrians or bicyclists at that intersection.

Mr. Whittemore said a Daily Post editorial was written to the Boards of the TA, the San Mateo County Transit District, and the JPB. He said he is glad the District Attorney closed the investigation and found no malfeasance. He said he is disturbed that there were failures to meet Government Accounting Standards Bureau. He said the editorial reads, "If I were a member of the Caltrain or SamTrans Board I would ask Steven Wagstaff [the District Attorney] for the reports [from] the two accounting firms that did the reviews in order to find out what has gone wrong in the finance department with an eye towards fixing the problems." Mr. Whittemore said he would like a copy of the reports and a presentation at the next CAC meeting on what the accounting shortfalls were, what steps will improve, and what elements in the existing reports should have alerted the TA to them, and if those elements aren't contained in the existing reports what can be done in the future for due diligence so things like this don't slip through. He would like this to be agendized for a future meeting.

Mr. Whittemore said in the interest of financial transparency and correct executive leadership, the tasks Mr. Scanlon currently has with the three agencies should be subdivided back out to the three entities as three separate positions. In current thinking in corporate governance it is no longer acceptable to have that much span of control spread across so many areas.

Chair Arietta asked Mr. Hurley if that item should be agendized. Mr. Hurley said he would look to the Board to see what role they want the CAC to play. He said the CAC serves the TA Board.

DATE, TIME AND PLACE OF NEXT MEETING

Tuesday, September 30, 2014 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

The meeting adjourned at 6:26 p.m.

Averill, Joshua

From: Barbara Arietta <barietta@hotmail.com>
Sent: Tuesday, September 02, 2014 3:47 PM
To: Averill, Joshua
Cc: Hurley, Joseph
Subject: Chair's Report To CAC 9/2/2014

CALTRAIN CONSIDERS LEVEL BOARDING, CAR DESIGN:

Caltrain is about to make decisions about the design of electric rail cars that will affect the service for many decades to come.

It is being reported that Caltrain is thinking seriously about how to migrate to level boarding, and the discussion is much more about how than whether. Level boarding is expected to provide 50% again as much speed improvement as electrification itself, above and beyond to improving accessibility for the disabled and the elderly.

However, it's also been reported that Caltrain and High Speed Rail have been leaning heavily toward platform incompatibility. Critics of that believe that having platform compatibility would help with greater capacity for the blended system in the long run.

There are many important questions about how the migration is going to work...how the transition will be done technically, how the platform changes will be paid for, and how the obsolete San Francisco Public Utilities Commission rule requiring unnecessary stairs will be addressed.

There are also other important decisions that will affect riders for decades to come:

*Standing room. Caltrain's goal is to have a seat for every rider, but there clearly hasn't been enough room. The average Caltrain ride is 20 + miles, but some people have shorter rides. Should there be more comfortable standing space for at least people with short rides?

*How much space to allocate for bicycles?

*How much space to allocate for bathrooms? Average trips are 30-50 minutes and Caltrain has bathrooms in only two stations.

To discuss these issues, the following important events have been planned for the public to voice their opinions:

*Community Meeting, 1250 San Carlos Ave., San Carlos , **Sept. 8, 2014** at 11 am and 6pm

*Bicycle Advisory Committee (BAC), 1250 San Carlos Ave., San Carlos, **Sept. 18, 2014** at 5:45 pm

*Local Policy Makers Group (LPMG), 1250 San Carlos Ave., San Carlos, **Sept. 25, 2014** at 6pm

*Caltran Access Advisory Committee, 1250 San Carlos AVE, San Carlos, **Sept. 22, 2014** at 11 am

**REMINDER: US 101/BROADWAY INTERCHANGE RECONSTRUCTION PROJECT GROUND
BREAKING:**

There will be a kick-off ceremony for the Highway 101/Broadway Interchange coming up on Tuesday **Sept. 16, 2014** at 1:00 pm. The event will be held at the foot of San Francisco Bay Trail near the intersection of Old Bayshore Highway and Airport Boulevard in Burlingame.

A number of speakers will present that day including our own TA Chair Karyl Matsumoto and TA Vice Chair David Canepa, as well as representatives from Caltrans, the City of Burlingame and C/CAG.

Light refreshments will be served.

Respectfully submitted,

Barbara Arietta
Chair, San Mateo County Transportation Authority CAC