

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070**

**MINUTES
MARCH 5, 2009**

MEMBERS PRESENT: R. Gordon, R. Foust (Chair), J. Lee, K. Matsumoto, R. O'Mahony,
J. Vreeland

MEMBERS ABSENT: C. Groom

STAFF PRESENT: J. Cassman, V. Harrington, R. Haskin, J. Hurley, R. Lake,
M. Martinez, I. McAvoy, N. McKenna, D. Miller, M. Scanlon,
R. Schmedes, M. Simon

Chair Rosanne Foust called the meeting to order at 5:09 p.m. Director Jim Vreeland led the Pledge of Allegiance.

CONSENT CALENDAR

- a. Approval of Minutes of February 5, 2009
- b. Acceptance of Statement of Revenues and Expenses for January 2009

A motion (O'Mahony/Matsumoto) to approve the Consent Calendar was passed.

PUBLIC COMMENT

Pat Giorni, Burlingame, said the most important policy decision before the Joint Powers Board (JPB) is High Speed Rail (HSR) and Caltrain electrification. She said it was incumbent upon the TA to speak with HSR to ensure better outreach to the community on the possibility of people losing land and other ramifications.

Chair Foust said her letter in the correspondence file came from the Redwood City City Council and related to a HSR study session the council held on February 9 and the council's directive to support ongoing negotiations between the JPB and the HSR Authority and urging better information and dialogue.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Chair Pat Dixon reported on the March 3, 2009 meeting:

- Members discussed details of TA Board items.
- Members with terms expiring in May will be receiving letters to reapply for the CAC. Appointment of CAC applicants will be made at the May 7 TA Board meeting. San Mateo County Supervisor Rose Jacobs Gibson will be contacted for possible recommendations to the CAC from East Palo Alto.

Chair Foust said she would be reaching out to the North Fair Oaks Community Center group for CAC representation. She suggested Magda Gonzales in the Redwood City city manager's office would be a contact to reach out to a specific geographic area.

CHAIRPERSON'S REPORT – ROSANNE FOUST

Policy Discussion: South San Francisco Request for Funding of Ferry Service

Executive Director Michael Scanlon reported:

- The Water Emergency Transportation Authority (WETA) met today and appointed acting Chief Director Nina Reynolds as chief executive.
- WETA has yet to approve the funding agreement submitted to them by the TA Board and continues to express their concerns relating to insurance indemnification issues.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

The February 11, 2009 report is in the agenda packet.

JOINT POWERS BOARD REPORT (JPB)

Mr. Scanlon reported on the March 5, 2009 meeting:

1. Authorized the Filing of Applications with the Federal Transit Administration (FTA) for Section 5307 Urbanized Area Formula Program Funds, Section 5309 Fixed Guideway Modernization Program Funds and Surface Transportation Program Funds in the Amount of \$30,909,267.
2. Authorized the Filing of Economic Stimulus Application with the Federal Transit Administration (FTA) for Section 5307 Urbanized Area Formula, Section 5309 Fixed Guideway Modernization Program Funds in an Amount up to \$13,094,228.
3. Chair Gage reported on the February 26 celebration for completed improvements at the California Avenue and Palo Alto Caltrain stations. Former state senator Becky Morgan was recognized for her pioneering efforts that put legislation through for the formation of the JPB.
4. Year-to-date Performance Statistics ending January 2009:
 - Total Ridership was 7,691,493, an increase of 13.2 percent.
 - Average Weekday Ridership was 41,351, an increase of 12.5 percent.
 - Total Revenue was \$25,766,120, an increase of 13.6 percent.
 - On time Performance was 94.6 percent, an increase of 1.0 percent.
 - Caltrain Shuttle Ridership was 6,232, an increase of 22.7 percent.
5. Authorized Amending and Increasing the Fiscal Year 2009 Capital Budget by \$400,000 from \$151,104,629 to \$151,504,629.
6. Authorized Using the Competitive Negotiation Procurement Process to Procure an Operations Control Center (OCC) System.
7. State Transit Assistance (STA) Program funds have been cut an additional 50 percent with the probability of no funding for the next three to five years.
8. Caltrain's FY09 budget has \$6 million in one-time money; Caltrain's member agencies may not be able to come up with their annual 3 percent inflationary increase.
9. Unemployment and low gas prices may begin to result in a slight decrease in ridership.
10. Staff urged the Metropolitan Transportation Commission (MTC) to slow action on approval of \$400 million for the downtown San Francisco Transbay Terminal subway shell box so parties could put together a more balanced program of projects that would be more able to compete more realistically for federal dollars.
11. High Speed Rail:
 - The American Recovery and Reinvestment Act (ARRA) includes \$8 billion for HSR in addition to proposed funding by President Obama for another \$1 billion over five years. U.S. Rep. Jim Oberstar, chairman of the Transportation and Infrastructure Committee, has issued new guidelines for how transportation-related ARRA funds will be spent and jobs created.

- Caltrain's greatest hope to compete for ARRA funding lies in its ability to mix traffic; the agency is nearing approval by the Federal Railroad Administration (FRA) to use compliant and non-compliant Asian and European equipment.
 - The HSR Authority today approved a Memorandum of Understanding (MOU) with Caltrain and it will be brought to the JPB for formal consideration at its April meeting. This is an unprecedented level of cooperation and coordination to craft a single contract, which will serve as a framework to approach HSR, Caltrain electrification and positive train control on the Peninsula rail corridor.
 - Caltrain will be joining with the HSR Authority to bring a new approach to community outreach to listen, validate and address community fears about HSR.
12. The January 2009 Safety and Security report is in the reading file.
 13. The new 8-ride ticket, which will replace the 10-ride ticket, was implemented on March 2.
 14. Chief Development Officer Ian McAvoy gave a brief update on Caltrain electrification.
 15. Chief Operations Officer Chuck Harvey presented details on Caltrain's incremental approach to increase bicycle capacity on Bombardier and gallery cars.
 16. The JPB received the 2nd Quarter Capital Project Report.
 17. Government Affairs Manager Seamus Murphy reported on state and federal legislation.
 18. Legal Counsel met in closed session on significant exposure to litigation.
 19. The April 2 JPB meeting will be held at the Santa Clara County Board of Supervisors Chambers in San Jose.

Director Rosalie O'Mahony asked about TA's efforts towards getting stimulus money. Mr. Scanlon said the \$13 million for Caltrain will be formula-based. SamTrans will be receiving approximately \$8 million. Mr. Scanlon said the HSR Authority, Transbay Terminal staff and Caltrain are trying to resolve a balanced program of projects that advocates can go after in Washington D.C.

Mr. McAvoy said MTC programmed \$10.7 million for local streets and roads in San Mateo County. Overall there is \$71.5 billion at the national level for the Department of Transportation. There is also \$7 million for two major projects on Highway 280.

Director O'Mahony said there was a comment in the press that the HSR Authority felt Caltrain's property for downtown San Francisco will not be large enough to accommodate HSR and it may have to stop farther south. Mr. Scanlon said the ultimate solution to accommodate Caltrain and HSR will require utilization of two stations in San Francisco.

Director John Lee said there is a real need for HSR staff to listen and meet with city councils and various boards and clear up misinformation before information is released to the press. The HSR Authority is accepting comments until April 9. Mr. Scanlon said the HSR Authority is trying to identify the universe of problems that could occur. If Caltrain is designated a local entity, staff will be more involved and the chief executive of HSR and Mr. Scanlon would appoint a program director. Mr. Scanlon said people are fearful of some impacts of HSR and there must be a respectful dialogue rather than panic.

Director Jim Vreeland suggested that HSR Director Quentin Kopp or his staff clarify the HSR process and control misinformation. He said HSR is very important for how people will move around in California in 30 years.

Director Vreeland asked if \$10.7 million in stimulus money for local streets and highways is money the cities are already receiving or is it additional money. Mr. McAvoy said he believed it was within the City and County Association Governments (C/CAG) of San Mateo County program.

Director Vreeland asked how much state money the District is actually losing in dollars. Mr. Scanlon said in the past two years state transportation took a \$3 billion hit. Over five years the District is looking at \$20 million in losses and structural deficits with all District agencies, especially SamTrans. Mr. Scanlon said there needs to be a strong commitment from State Senate President Pro Tem Darrell Steinberg that he is willing to look on a statewide basis for some type of user fee like gas taxes. Transit service is being reduced at precisely the moment when Californians and Americans in general are realizing that they need to do their part to save the planet and live in a greener way.

Director Vreeland asked if there was money in the stimulus package for alternative fuels because San Mateo County has hydrogen capabilities. Mr. McAvoy said there is funding of approximately \$25 billion for alternative fuels.

Chair Foust said that Caltrain and the JPB will hopefully approve the MOU with the HSR Authority in April and have a public information process ready for outreach to multiple communities.

Mike Scanlon left at 5:55 p.m.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. McAvoy reported:

- C/CAG is beginning its countywide transportation planning process. The TA will work closely with them to align all of the strategic initiatives throughout the county both on the transit and highway side.
- The reading file contains a letter from the Alliance for consideration of potentially being involved in a strategic planning exercise; this will be agendaized for the next Board meeting.
- C/CAG is sponsoring a Smart Corridor Project to provide local cities and Caltrans the tools to manage local street traffic congestion during non-recurring freeway incidents. C/CAG has requested TA assistance for technical contract work. The TA will coordinate this with URS, their major consulting corporation.

Director O'Mahony said she wholeheartedly supports this course of action because the TA and C/CAG have a wonderful relationship that has paid dividends over and over again.

PROGRAM

1. Verbal Update on State/Federal Legislative Program

Mr. McAvoy presented the legislative report:

- All Bay Area transit agencies and MTC are working diligently on the ultimate strategy for HSR in order to maximize the amount of money that comes to the Peninsula.
- SamTrans' lobbying firm, Holland and Knight, has agreed to work on behalf of the TA on a short-term contract to provide lobbying services in Washington as the TA navigates through some of the complexities of ARRA. Transportation lobbyist, Shaw/Yoder, has agreed to work for the TA on statewide issues.

Chair Foust asked that Mr. Murphy and Government Relations Officer Kim Levy give legislative updates to various local business groups so all agencies hear the same information.

2. Capital Projects Status Report – 2nd Quarter Fiscal Year 2009

- Director of TA Programs Joe Hurley said this new version of the report is an evolving document. The project development section includes information on projects not yet underway, explains why projects may be on hold and diagrams project phases in order to see next steps in the development process.

Director O'Mahony was delighted to see the Broadway Interchange Project moving along and that URS is working on the environmental report. She thanked staff for the immense amount of help given to the Burlingame Public Works Department in filing for Congresswoman Jackie Speier's earmark. She appreciates seeing Caltrain electrification information and said there were no explanations listed for significant issues on this project. Mr. Hurley said these issues pertain to the schedule issues with electrification. Mr. McAvoy said this evening's presentation on electrification will answer these questions.

Director Gordon asked for clarification on category stop light colors on page 1. Mr. Hurley said the stop light columns represent quarter years and stop light colors can change from red to yellow to green. The columns of stop lights represent activities in the current and previous quarters so two quarters are reported.

Director Foust asked if the report could be directed to city engineering and planning staffs. Mr. Hurley said the report can be accessed by all on the TA Web site.

3. Program Report: Transit (Caltrain Electrification)

Electrification Program Manager Rick Schmedes presented a status report:

1. The initial concept was introduced in 1988; project planning began in 1999; environmental/conceptual engineering was completed in 2000-2005; and program milestones were updated in 2006 with the preliminary engineering phase of the project.
2. Electrification supports Caltrain's future operational growth and is compatible with regional interfaces and supports statewide initiatives. The system is designed to allow 90 (mph) operations with ability to adjust to 125 mph.
3. The main components of electrification include traction power supply (TPS), including two main substations, seven paralleling stations and one switching station; an overhead wire catenary system (OCS); and a communication system of fiber optics for existing and future control and information systems.
4. The project should have minimal visual impact beyond the Caltrain right of way and include integration of OCS poles into station design.
5. Other physical features include multi-track design in terminal areas, right of way modifications and vegetation clearing requirements and electrical substations in South San Francisco and San Jose with incoming PG&E power lines.
5. Rolling stock includes two alternatives: Electric Multiple Units (EMUs) with self-propelled units and electric locomotives.
6. There are no adverse impacts identified in the environmental assessment and Environmental Impact Report (EIR). Benefits include reduced train noise and vibration, substantially lower air pollutant emissions, lower energy consumption and travel time reduction due to enhance acceleration/deceleration characteristics of electric vehicles.
7. Current electrification activities include coordination of project details with PG&E, the California Public Utilities Commission (CPUC), Union Pacific Railroad, the Santa Clara Valley Transportation Authority (VTA), Transbay Terminal and HSR.

8. Project schedule: 35 percent preliminary engineering - March 2009, detailed design phase - 2009-2010, construction of the project systems - 2011-2013 and revenue service - 2015.
9. Estimated cost: \$608 million in 2008 dollars including TPS and OCS electrification systems, signals, communications, grade crossings and infrastructure.
10. Project risks include funding constraints, regulatory support, development pressures along the Caltrain right of way, managing construction under live operations and community constraints, coordination with other capital projects and maintenance and regional agencies and public support.

Director Lee asked if there were estimates on the number of jobs created by the project. Mr. Schmedes said he wasn't sure of total jobs but there would be several thousand jobs for the Peninsula.

Chair Foust said Mr. Schmedes would be presenting electrification details to the Redwood City Council in March. Mr. McAvoy said arrangements could be made to present to any interested groups, especially given that the environmental report is imminent.

Director Karyl Matsumoto asked how much of the \$608 million infrastructure installation costs are funded. Mr. McAvoy said the environmental document requires a funding plan.

REQUESTS FROM THE AUTHORITY

Director Vreeland thanked Ms. Levy and Mr. Murphy for their assistance on some bus shelter issues.

WRITTEN COMMUNICATIONS TO AUTHORITY

The reading file contains a letter from the Alliance for consideration of Measure A funding for Alliance Strategic Planning Process.

REPORT OF LEGAL COUNSEL

No report

DATE AND PLACE OF NEXT MEETING

The next meeting will be Thursday, April 2, 2009 at 5 p.m. at the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos CA 94070.

The meeting adjourned at 6:31 p.m.