

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

MINUTES OF AUGUST 4, 2009

MEMBERS PRESENT: J. Bigelow, P. Dixon (Chair), J. Fox, R. Hedges, R. Hees, C. King, S. Krause, D. Maez, D. Mensing, L. Shaine, A. Vargas, P. Young

MEMBERS ABSENT: B. Arietta, A. Mader-Clark, G. Zimmerman

STAFF PRESENT: T. Bartholomew, J. Hurley, R. Lake

Chair Pat Dixon called the meeting to order at 4:33 p.m. Jim Bigelow led the Pledge of Allegiance.

APPROVAL OF MINUTES

A motion (Hees/Bigelow) to approve the minutes of May 19, 2009 was passed.

Chair Dixon introduced two new CAC members Charles King and Daniel Mensing. Mr. King stated he has a passion for water transit and is involved in public works transportation in East Palo Alto. Mr. Mensing is involved with various transit modes and a member of the Paratransit Coordinating Council.

PUBLIC COMMENT

Pat Giorni, Burlingame, said BART to San Francisco International Airport (SFO) requires a transfer at San Bruno and a premium fare for the airport stop. SFO is now running an employee shuttle from Millbrae Intermodal to the airport. She suggested the Burlingame/Broadway shuttle be used as an airport shuttle in off-peak hours.

ITEMS FOR REVIEW – AUGUST 6, 2009 TA BOARD AGENDA

There was no discussion on the following items:

1. Approval of Minutes of May 21, 2009 – TA Item 3a
2. Acceptance of Statement of Revenues and Expenses for April 2009 – TA Item 3b
3. Acceptance of Statement of Revenues and Expenses for May 2009 – TA Item 3c
4. Information on Statement of Revenues and Expenses for the Period Ending June 30, 2009 – TA Item 3d
5. SamTrans Liaison Reports – May 13, June 10 and July 8, 2009 – TA Items 7a,b,c
6. Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2009 – TA Item 10a
7. Verbal Update on State/Federal Legislative Programs – TA Item 11a
8. Capital Project Status Report – 3rd Quarter Fiscal Year 2009 – TA Item 11b

Allocation of Measure A Transportation Systems Management (TSM)/Alternate Congestion Relief (ACR) Funds in the Amount of \$59,487 to the City of Menlo Park and \$398,103 to the Peninsula Traffic Congestion Relief Alliance for TSM Program Funding for Fiscal Year 2010 – TA Item 10b

Doris Maez asked if the City of Menlo Park has its own congestion relief agency. Director of TA Programs Joe Hurley said Menlo Park was ahead of the rest of the county in terms of a traffic demand management agency. Menlo Park has a successful shuttle program that is running and the TA has opted to continue to fund the program separate from the Alliance.

Ms. Maez asked how the funding share is determined and if it is continuing under the new Measure A. Mr. Hurley said the allocation is based on a previously negotiated split. Funding will continue until the call for project process is implemented.

Randy Hees asked if there is a separate fund for the coastside. Mr. Hurley said there is no dollar amount specifically earmarked for the coastside. Portola Valley, Menlo Park and Woodside are the only cities in San Mateo County that are not part of the Alliance.

Mr. Bigelow said he was the Menlo Park chair for the first TSM offered in San Mateo County. Menlo Park is different because it uses general funds in funding employee and other shuttle operations and receives this small allocation of Measure A funding for the program. Menlo Park remains independent because they want to have individual control and has a different requirement for TSM for employers of 25 or more, which is more restrictive than the Alliance. Menlo Park does use the Alliance guaranteed ride home program and some Alliance services for companies to plan and encourage trip reductions.

Allocation of \$5,534,020 to the Peninsula Corridor Joint Powers Board for San Mateo County's Local Share for the Caltrain Systemwide Capital Improvement Program for Fiscal Year 2010 – TA Item 10c

There was no discussion on TA Item 10c

A motion (Hees/Bigelow) to recommend support of TA Item 10b, Measure A TSM/ACR allocations and TA Item 10c, allocation to the JPB for San Mateo County's local share was approved.

South San Francisco Ferry Allocation Update – TA Item 6a

Mr. Hurley said the Water Emergency Transportation Authority (WETA) must submit a business plan including ridership projections, fares, and west/east Bay access. The business plan must be accepted by the TA before any TA funding flows to the South San Francisco ferry project.

Ms. Maez said one of the selling points of the ferry project is emergency service in the event one of the Bay bridges fails. She said there is no funding identified for emergency operations.

Mr. Hurley said if there is a declared state of emergency the federal government will reimburse up to 90 percent of costs associated with emergency related operations.

PROGRAM REPORT: HIGHWAYS – TA Item 11c

Mr. Hurley made the following points:

1. The original Measure A Expenditure Plan provides funding for transit, local entities, TSM, bicycles, highways and paratransit. Highways received 29.2 percent of the funding. The new Measure A provides 27.5 percent for highways.
2. San Mateo County has 214 road miles including Highways 1, 280, 101 and 380; and more than 900 lane miles with more than a million vehicles travelling on a daily basis. Highway 1 can experience as few as 5,000 vehicles per day in unincorporated areas and as high as 126,000 vehicles per day in the north end of the county. Highway 101 can have more than 249,000 vehicles per day.
3. Completed projects involving TA funding include Route 84 Willow to Marsh improvements; Route 92 – Route 1, North Main in Half Moon Bay and Pilarcitos to Route 35. Highway 101 projects include the Oyster Point interchange; Brittan Avenue ramps; Marsh Road interchange, University East, and auxiliary lanes including Highway 92 to 3rd Avenue; Hillsdale Avenue to Ralston Avenue and Ralston Avenue to Marsh Road. Highway 280 projects include the D Street overcrossing and the Eastmoor off ramp.
4. The TA has expended approximately \$1.26 million of TA funding to leverage an additional \$99 million for a total project completion on the highway program of \$225 million.
5. Projects in the design phase or under construction include the 3rd Avenue to Millbrae Avenue auxiliary lane project and the Marsh to Santa Clara County line auxiliary lane project. These two projects will cost approximately a quarter of a billion dollars, which indicates the magnitude of investment in the highway program.
6. Projects in the environmental phase include the Route 1 Calera Project and the Highway 101 Broadway interchange.
7. Projects in preliminary engineering or alternative analysis include Candlestick Point and Woodside Road interchanges and Woodside Road widening.
8. Highway 101 auxiliary lane projects between the Santa Clara County line and Route 92 will reduce travel time per day by 7,100 hours and result in 5,600 gallons of fuel saved per day.
9. The 3rd Avenue to Millbrae Avenue auxiliary lane project includes reconstruction of the Peninsula Avenue interchange and Monte Diablo pedestrian overcrossing and construction of the new Broadway pedestrian overcrossing. A concrete barrier was designed along the auxiliary lane to permit viewing of the estuary along Highway 101. The TA funded 57 percent of the auxiliary lane project. Targeted completion is summer of 2010.

Questions/Comments

Mr. Hees asked about projects that are no longer under consideration. Mr. Hurley said there have been environmental issues with the curve correction project between Half Moon Bay and the Pilarcitos Creek Bridge; the slow vehicle climbing lane from Highway 280 to Highway 35, and the Highways 280/1 project near the Serramonte Shopping Center.

Mr. Fox was concerned with the loss of pedestrian connectivity in overcrossing projects during construction. Mr. Hurley said there was shuttle service to transport pedestrians when the Monte Diablo pedestrian overcrossing was closed for construction during the 3rd Avenue to Millbrae Avenue auxiliary lane project.

Ms. Vargas said traffic volumes on Highways 1 and 92 are among the highest in the county. There are discussions on the coastside about a parallel trail throughout mid-coast communities so people can get out of their cars and walk or bicycle.

Mr. Bigelow asked if existing Measure A projects will be competing against all projects as a group when there is a call for projects. Mr. Hurley said original Measure A projects are the only ones that can compete for dollars in the original Measure A. There is funding left in the original Measure A highway program and some money is specifically earmarked for those projects identified in the original Measure A. Original Measure A projects can compete for funding under the new Measure A under the supplemental pot of the highway program, which means there are two ways to compete for funding. Mr. Hurley said competition will be especially fierce because other funding sources are not readily available now.

Mr. Hedges asked if any projects will be completed at Highways 92 and 101. Mr. Hurley said preliminary studies have explored possible projects but any project would be very expensive because of the current ramp designs and structural weaving issues around Concar Drive, El Camino Real and Delaware Avenue.

Mr. Bigelow said many projects are on hold due to planned Caltrain electrification and High Speed Rail (HSR). He asked about grade separation projects on hold and the possibility of widening the right of way relative to Caltrain corridor projects. Mr. Hurley said there is a distinction between the highway program and Caltrain corridor projects. There needs to be clarity in terms of what is happening with HSR, grade separations and Caltrain improvements.

Public Comment

Pat Giorni, Burlingame, said the curb cuts have not been completed at the Monte Diablo overcrossing. She said the Broadway overpass opening is only temporary due to planned installation of pedestrian actuated signals at the Broadway/Rollins Road intersection. She said pedestrians are moving barriers in order to use the intersection. Mr. Hurley will check on the curb cuts.

REPORT OF THE CHAIR – PAT DIXON

Chair Dixon attended a SamTrans outreach meeting on possible route eliminations/changes.

John Fox asked that members receive notification of outreach meetings. Chair Dixon said she could forward information she receives.

Mr. Hurley pointed out that the CAC is tasked with administration of the half-cent sales tax, which does not fund any of the fixed-route bus service. Mr. Hees said the TA funds other transportation that would be affected by elimination of bus service because people would return to their automobiles.

REPORT FROM STAFF

Mr. Hurley said the District is going through reorganization with a number of changes including the departure of Chief Development Officer Ian McAvoy and Chief Administrative Officer

George Cameron to private companies. Chief Operating Officer Chuck Harvey and Chief Financial Officer Gigi Harrington have assumed roles of Deputy CEOs.

COMMITTEE COMMENTS

Steve Krause said there are many objections to HSR on the Peninsula and lack of solutions.

Ms. Vargas said Caltrans funded a three-meeting series on the Coast to discuss traffic and coastal trails. There was intensive group discussion and walks to review challenging intersections that are not well-designed. The area under study was mainly around Surfer's Beach and El Granada. Additional review will be carried out in Moss Beach and Montara when further funding is available. She said transportation experts are accepting the fact that we cannot continue to build freeways to solve congestion problems because the amount of cars relative to the growth in population is growing exponentially; there are five times more cars now than there is population growth. Possible solutions include a downtown center, transit-oriented development, roundabouts at some intersections and a parallel trail along Highway 1. There are extensive criteria for project funding and it is great for members of the public to be heard on their needs for the Coast. There is no funding available for projects at this point.

Paul Young is commuting to San Francisco and said it is great to see so many bicycles on Market Street. He encouraged riders to pay attention to red lights.

Mr. Bigelow distributed part of a California HSR (CAHSR) Program Summary Report. He made the following points:

1. One of the highest priorities for TA Measure A half-cent sales tax is Caltrain. Caltrain entered into a Memorandum of Understanding (MOU) with CAHSR to do a joint planning project and construction, which would provide Caltrain with Electric Multiple Units (EMUs) and a positive train control system that would be identical with CAHSR and operate with more tracks together.
2. The CAHSR Web site homepage lists "What's New," for July 28 and there is a 122 page program summary report on HSR. Phase 1 from San Francisco to Anaheim/Los Angeles lists document timelines to try and get part of the \$8 billion in stimulus funding for HSR. The report includes a master summary schedule for construction of the segments of HSR beginning in 2012. The report includes all reports on work from San Francisco to San Jose. Page 42 of the report includes a Program Study Table for costs by fiscal year and for the years 2011-2012, which includes planning costs for San Francisco to Orange County. The planning package for this project level of 30 percent engineering, project level environmental engineering and details with property owners, residents, and businesses has a projected cost \$595 million. Final submission for funding from the \$8 billion for CAHSR is high on the national list. HSR funding from San Francisco to San Jose for Caltrain could be approximately \$1.6 billion and much of that funding would be for electrification and positive train control.
3. A pending item for receiving federal stimulus funding from CAHSR includes a decision by the Sacramento Superior Court for a lawsuit, Atherton, et al. versus CAHSR, on their diligence at the program level document from the Valley to the Bay Area. That ruling should be out later this month. If this document needs reworking there could be a problem getting

funding for the San Francisco to San Jose segment because of the timeline to get federal stimulus funding from HSR for the joint project.

Mr. Shaine asked about grade separations and HSR. Mr. Bigelow said the condition for CAHSR stimulus money is that the project must be shovel-ready to go to construction in 2012 and the funds need to be obligated by the end of 2011. The San Bruno grade separation has been designed and has four tracks and is waiting for a sequence. The stimulus funding would preserve TA one-half cent sales tax money. The Caltrain Environmental Impact Report (EIR) will be completed within the timeline so project funding could be available to complete work to prepare for electrification.

Mr. Shaine asked if CAHSR has a financial responsibility for other grade separations. Mr. Bigelow said it depends on the MOU agreement and funding. Mr. Hurley said the Public Utilities Commission requires that if an additional track is added to an at-grade crossing, it will need to be grade separated.

Mr. Bigelow said the Atherton Rail Committee and town mayor have been looking at grade separation. They have talked with a French company that said it would cost \$250 million a mile to construct two tracks and a tunnel; it is seven miles from Palo Alto to the end of Atherton. That segment would cost \$2 billion to grade separate seven out of the 50 miles and it's only two tracks. In order for this to work with Caltrain and CAHSR, there would need to be joint use of some of the tracks by both systems. The San Francisco to San Jose allocation from the \$33 billion for Phase I is \$4.2 billion.

Mr. King asked about departures and arrivals from Los Angeles to San Francisco. Mr. Bigelow said initially it could be 100 trains a day similar to the 98 trains Caltrain runs on the Peninsula.

Ms. Maez said there are Caltrain schedule changes due to fiscal problems and customers should check the schedule for these changes.

Mr. Hedges said he traveled to Ontario, California by air recently. The shortest flight time to return was 5.5 hours and the longest was 13 hours. He said the airlines are no longer making travel to that area a priority and would like to get out of that business; and high speed rail is really needed. He commented on the many public transportation options in Los Angeles.

NEXT MEETING

The next regular meeting of the TA CAC will be held on Tuesday, September 1, 2009 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070.

ADJOURNMENT

5:55 p.m.