

**CITIZENS ADVISORY COMMITTEE
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1250 SAN CARLOS AVENUE, SAN CARLOS CA 94070
BACCIOCCO AUDITORIUM, 2ND FLOOR**

MINUTES OF SEPTEMBER 2, 2008

MEMBERS PRESENT: B. Arietta, J. Bigelow, P. Dixon (Chair), J. Fox, R. Hedges, R. Hees, S. Krause, A. Mader-Clark, D. Maez, L. Shaine, N. Stern, A. Vargas, G. Zimmerman

MEMBERS ABSENT: P. Young (Vice-Chair),

STAFF PRESENT: J. Hurley, M. Knuckles, R. Lake, T. McIntyre

Chair Pat Dixon called the meeting to order at 4:34 p.m. and April Vargas led the Pledge of Allegiance.

APPROVAL OF MINUTES

Jim Bigelow asked to add “Dumbarton” to “Citizens Advisory Panel,” on page six to read “Dumbarton Citizens Advisory Panel.” Rich Hedges asked to add “Even in the heyday of transit, the car was more convenient. That’s difficult on the West Coast to understand,” on page seven.

A motion (Hedges/Bigelow) to approve the minutes of August 5, 2008 was passed with these additions.

PUBLIC COMMENT

Pat Giorni, Burlingame, reported:

- Caltrain is adding a total of 17 new cars to the fleet. She said it no longer seems reasonable or plausible that management cannot add more bike car capacity. She distributed the *Plan for Bicycle Carriage on Caltrain* prepared by the San Francisco Bicycle Coalition, which she said demonstrates how bike cars generate more ridership and revenue than non-bike cars.
- Asked staff to find out if funding for the San Mateo Bridge Replacement Program in the Caltrain FY09 Capital Budget included the roadway work needed under the bridge replacements.
- Take ones asking for comments on the Caltrain Bicycle Access and Parking Plan are not on the trains.

**ITEMS FOR REVIEW – TRANSPORTATION AUTHORITY BOARD MEETING
AGENDA OF SEPTEMBER 4, 2008**

a. *Statement of Revenues and Expenses for July 2008 (TA Item 3b)*

An inaccurate description was given for three checks on the July 2008 “Checks Written” page.

b. *Authorize a \$3,000,000 Increase to the FY 2009 Capital Budget and an Allocation to the City/County Association of Governments (C/CAG) of San Mateo County for the Alternative Route Incident Management Plan (ARIMP) (TA Item 10a)*

George Zimmerman asked what it could mean to a citizen that there has been a shift from operating to the capital budget. Director of TA Programs Joe Hurley said this action

is an adjustment in the source of funds from the operating budget to the capital budget. It was more appropriate, as the TA moves from one fiscal year to another, that the funding came out of the capital budget rather than the operating budget based on the fact that the reimbursement will be with capital dollars.

Mr. Zimmerman asked if there was an approved plan for the ARIMP. Mr. Hurley said, as far as the routes themselves, staff is working closely with the involved justifications in terms of what routes they feel are appropriate and which ones are most suited to handle this additional volume of traffic.

c. *Support for High Speed Rail – Endorsement of Proposition 1A*

Mr. Zimmerman asked which constituents would benefit most from High Speed Rail (HSR) and what are the major environmental impacts or advantages if the project is implemented.

Mr. Bigelow reported:

- Caltrain is financially challenged to deliver electrification and the grade separations and the HSR project would bring a partner into the corridor with a larger amount of money.
- Locally, HSR could help deliver electrification at an earlier time than just the three Joint Powers partners.
- Caltrain would have increased safety and a reduction in fatalities along the railroad.
- Grade separations would reduce train whistle noise.
- Area residents would be able to travel from San Francisco to Los Angeles in approximately two hours and 40 minutes with no aircraft or weather problems.
- SFO will be a better gateway for longer haul and international travel by taking out some of the commuter flights.
- HSR is a green project using 20 percent of the level of energy of the diesel trains.
- The project will have to be sensitive in its mitigation to the neighbors that live adjacent to the rail line and there would be challenges in dealing with construction.

Rich Hedges said HSR is green because arterials are clogged on the Peninsula due to grade crossings and people are forced to go miles out of the way to go a short distance.

Doris Maez said idling engines at grade crossings are a major impact in terms of air pollution.

Ms. Maez asked about the width of the right of way that is needed for HSR, especially in downtown San Mateo. Mr. Bigelow said 85 feet is the minimum width for tracks.

- HSR meets tomorrow in San Diego and agenda items include contracting for 30 percent engineering and project level environmental impact report and environmental impact statement from San Francisco to San Jose. This means the questions that are being asked about how you get through San Mateo and Menlo Park, noise issues, tree cutting and overhead lines will be on the table.
- If the HSR rail bond passes in November, the first part of the project would likely be from San Francisco to San Jose because Caltrain may be getting a new national lighter weight rail standard and this would be a demonstration project for regional rail and would be the start of the statewide system, which would be a national demonstration project for longer haul rail.

Barbara Arietta arrived at 5 p.m.

Larry Shaine said HSR will create many jobs over a number of years throughout the state and the Bay Area.

Steve Krause asked if \$10 billion will build a HSR system. Mr. Bigelow said \$44 billion is the current estimate for the complete project. There is a \$12 billion funding agreement by Senator Dianne Feinstein and Speaker Nancy Pelosi that is in draft form and the Feds are looking at \$82 billion for a high speed train throughout the United States.

d. Capital Projects Status Report – 4th Quarter FY 2008 (TA Item 11b)

Mr. Zimmerman asked how many additional parking spaces will be added to the parking expansion project at the Hillsdale station and asked where the spaces would be located.

Mr. Hurley said the parking expansion project is scheduled for the Hillsdale, Menlo Park and Redwood City stations. A corridor-wide needs-assessment is underway to see what is appropriate and the outcome of HSR will influence this. The project is currently on hold pending the systemwide needs-assessment and outcome of HSR.

Mr. Hees said in the Exhibit C section at the beginning of the Project Status Report under Route 1 – 615 Fassler Avenue to Westport, total project cost of \$34 million is listed with a Strategic Plan share of \$3.8 million. This is 100 percent of the current project currently in preliminary engineering with a completion date of January 31, 2009. He said on page 23 of 27 in the report, Project 615 Fassler Avenue to Westport under “Forecast at Completion” show \$3.8 million, which only moves through preliminary engineering. This part of the report, in no way, indicates the total cost of the project at \$34 million. He asked if staff needs to add a current “forecast at completion of current phase” and then a “forecast at project completion” to make it clearer that the project is not a \$3.8 million project but rather a \$34 million project. Mr. Hurley said project information on page 23 of 27 lists current phase costs. He said staff is currently in the process of doing an overhaul of the quarterly report that will include addressing this issue.

The committee recommended support of items b, c, and d above, noting that comments made provide additional reasons for support of HSR.

REPORT OF THE CHAIR – PAT DIXON

Update on TA Strategic Plan Public Meeting - Comments:

- Approximately 40 public members attended the Pacifica meeting with good CAC support and meeting facilitation by TA Director Jim Vreeland.
- Focus from the public included traffic from Montara, need for a route through Pacifica, complaints about paying for BART and geographic equity.
- State Route 1 is the only way out for many coastal residents and it may need more support than a project on Highway 101 or 280 where there are obvious alternative routes.

John Fox arrived at 5:18 p.m.

- Are coastal cities getting their fare share of Measure A funds? Mr. Hurley said the source of 20 percent under the original Measure A and 22.5 percent under the reauthorized Measure A

is proportionally distributed to the cities and county based on a formula of population and miles of road.

- Pacifica residents asked why they were paying for Caltrain improvements and grade separations. Mr. Hurley said it is important to look at Measure A from a context of a countywide needs-assessment.
- In addition to the Fassler/Westport project, Pacifica capital projects include the Manor Drive overpass and the bridge over the San Pedro Creek. No projects have been completed in Pacifica since the beginning of Measure A other than streets and road repairs. When people are talking about capital equity they are talking about getting a capital project completed.
- Route 92 projects: two projects have been completed, one is pending and one is on hold in Half Moon Bay.
- Staff should ask people in the audience where they are from in order to define a focus of who is in attendance.
- How does a city get Measure A funds and how can the city, neighborhoods and interested parties get involved in the funding process?
- Measure A projects may not be in your backyard but as you travel throughout the county you will benefit from projects happening in other parts of the county.

Special Projects Manager Todd McIntyre said staff needs to refine how the information is presented. Staff has been wrestling on how to talk about the good that the past Measure A has done for the county but also focusing everyone on the fact that we need to gather input into the Strategic Plan for spending the new Measure A money. Mr. Hurley and other staff resources can address projects in specific areas but that is not the purpose of the actual presentation, which is to explain what the original Measure A has done for the county and maintain the focus on what to do with the money in the next 25 years - getting input on types of projects, criteria and performance measures. Some criteria heard at the meeting addressed additional parking at the Colma and Daly City BART stations, shuttles to SFO and greater east/west connectivity on shuttles.

Public Comment

Pat Giorni, Burlingame, said the Strategic Plan has \$45 million in the bicycle category for the next 25 years. She requested that Caltrain not even attempt to take a dime out of the bicycle pot for the \$13 million needed for improvements for the bicycle access and parking plan.

Mr. Hurley thanked CAC members Mr. Hedges, Mr. Hees, Mr. Bigelow, Chair Dixon and Ms. Arietta for their positive involvement and connection between the CAC and audience at the Pacifica meeting. Committee members bring value to the meetings and take away a better connection with the public in learning what is important to them. Additional meetings will be held in Burlingame on September 3, Daly City on September 10 and Redwood Shores on September 11.

REPORT FROM STAFF

Mr. Hurley reported:

- Attended two days of meetings in Sacramento with the California Transportation Commission (CTC). Issues include possible suspension of Proposition 42, which is the primary source of state funding and this may be on the table.

- State Senator Steinberg has introduced SB 375 involving greenhouse gas emissions and imposed requirements for projects to study the effects of greenhouse gases. There may be some adverse impacts to this process in terms of project schedule and cost.

Steve Krause asked for additional specifics of SB 375. Mr. Hurley said it has to do with bringing down greenhouse emissions reduction targets for the automobile and light truck sector for 2020 and 2035. The bill requires this information by September 30, 2010.

- Proposition 1B bond set aside \$250 million for railroad grade separations and the CTC is in the process of making decisions on how that money will be allocated. The District received \$45 million of funding of which San Francisco received \$10 million for the Quint and Jerrold bridge replacement projects on the Caltrain line, the San Mateo Bridge Replacement Project received \$5 million and \$30 million was set aside for the San Bruno Grade Separation Project. CTC Commissioner Carl Guardino was acknowledged for being a key player in bringing this money back to San Francisco and San Mateo counties.
- The Route 1/92 project in Half Moon Bay is completed and there will be a project completion celebration in Half Moon Bay on September 9 at 10 a.m. at the New Leaf shopping complex on the north side of Route 92 at the intersection of Routes 1/92.

COMMITTEE COMMENTS

Ms. Arietta suggested the Strategic Plan meetings be scheduled for four hours on a weekend because of the wealth of information to disseminate. Austin Mader-Clark said the general public may not be very receptive to a four-hour weekend meeting. Mr. Hees said a four-hour meeting might drive people away but an alternative to staff might be to organize several local meetings and one long workshop to draw the serious transportation advocates. Mr. Hurley said CAC members could facilitate meetings by keeping the meeting focused and be very efficient with time. He said there is also an opportunity to submit comments by phone, email, and mail.

Nancy Stern said Genentech is subsidizing \$115 per month for employee use of public transit in addition to a \$4 per day subsidy if employees don't bring their car to the South San Francisco campus.

Ms. Mader-Clark said she is seeing emails concerning impacts of SB 375. This would hurt small alternative fuel distributors and will funnel benefits to much larger corporations.

Mr. Bigelow said the Dumbarton Rail's Policy Committee will be meeting at the Metropolitan Transportation Commission (MTC) at the Programming and Allocations Committee on September 10 for their final recommendations on whether to take \$91 million from Dumbarton Rail Regional Measure 2 (RM2) funds that they control and apply them to the BART to Warm Springs Project. Two weeks later, the full Commission meets in Oakland and the 15 policy makers will vote on moving the funds. He suggested interested persons check the meeting information and location on the Web.

Mr. Shaine suggested an announcement be made at the beginning of the remaining Strategic Plan outreach meetings regarding the 11 percent increase in local road funding from the reauthorized Measure A, which begins January 1, 2009. He said citizens may not be aware that the 2.5 percent

amount for local road funding actually works out to be about 11 percent, which is a significant funding increase for the cities.

Ms. Maez commented on an article in the August 25 San Francisco Chronicle concerning commuters complaining about bikes on public transit. She pointed out the importance of those bike riders to other commuters by keeping cars off the road. Bike riders can be something of an inconvenience to some commuters. There are some rude bicyclists and it is important for the bike community to police itself.

Mr. Zimmerman said some parking machines in San Carlos don't work at times and suggested better monitoring in order to encourage people to use public transportation.

Mr. Hees Hedges reported:

- Mr. Hees Hedges and Marshall Loring have been asked to do their presentation on the disabled and public transit for Rail`volution.
- Visited Montreal, and it is a dream transit-oriented city. He would like to share a few pictures of the transit system at a future meeting.
- There usually are requirements put on developers to do congestion management caused by the developer/development. Requirements may include payments to the Alliance or the offer of discount Caltrain passes. He said there needs to be more policing of this policy to check compliance.

NEXT MEETING

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

ADJOURNMENT

6:08 p.m.