

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

MINUTES OF SEPTEMBER 30, 2008

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

MEMBERS ABSENT: L. Shaine

STAFF PRESENT: T. Bartholomew, J. Hurley, R. Lake, M. Lee-Skowronek

Chair Pat Dixon called the meeting to order at 4:34 p.m. Paul Young led the Pledge of Allegiance.

APPROVAL OF MINUTES

Randy Hees said comments reported by him on the last page were comments made by Rich Hedges.

A motion (Bigelow/Hees) to approve the amended minutes of September 2, 2008 was passed.

PUBLIC COMMENT

Pat Giorni, Burlingame, reported:

- Requested that no Measure A funding from the bicycle and pedestrian portion of sales tax collection be used in any manner to fund any portion of the Caltrain Bicycle Access and Parking Plan.

PRESENTATION – UPDATE ON HIGH SPEED RAIL (HSR)

Director of TA Programs Joe Hurley said this item was being presented at the request of the CAC. He introduced Ben Strumwasser, CirclePoint/Bay Area Communication Manager for California High Speed Rail, who presented an update on HSR.

Mr. Strumwasser has been working with the California High Speed Rail Authority (CHSRA) through a number of studies over the course of more than 10 years including feasibility studies, development of a business plan and a statewide program on environmental review that was completed and certified in 2005. Mr. Strumwasser said he was at the meeting representing CHSRA and not to promote Proposition 1A.

- By 2030 California's population will increase by 30 percent to surpass 50 million.
- There is a need to adapt transportation to support the growing economy and protect the landscape and environment.
- HSR is a fundamental part of a package of infrastructure to lessen California's impact on global warming, the impact of imported oil and to improve our quality of life.
- Over the past four decades, high speed trains have proven to be the fastest and most reliable transportation in the world.
- California HSR can move at sustained speeds of 220 miles per hour and extends from Sacramento/San Francisco in the north to San Diego in the south.

- HSR trains can travel from San Francisco to San Jose in a half hour and from the San Francisco Transbay Terminal to Los Angeles Union Station in two and a half hours regardless of weather.
- The Transbay Terminal will be anchored by HSR that connects the region to the state.
- HSR trains are a clean technology running on electric power technology. The trains will be meeting critical air quality standards and also protect the landscape by using existing right of ways and promoting sustainable development.
- HSR requires no operating subsidy and high speed trains will create as many as 450,000 permanent jobs.
- Benefits of HSR include moving safely on improved grade separated crossings and a greatly improved road and rail network.
- To secure transportation's future, the CHSRA is acting now to preserve right of ways and completing engineering and environmental studies critical to build the HSR system.
- Options to expand highways, runways and airport gates cost over \$82 billion and HSR can be built for half the cost.
- High speed trains are clean, safe and a cost effective alternative for transportation needs of California and the 21st century.

Rich Hedges asked what dwell times would be in each of the HSR stations. Mr. Strumwasser said these operational details have not been determined.

George Zimmerman asked what diverse groups have seen the HSR presentation. Mr. Strumwasser said groups include environmental and planning interests, chambers of commerce, economic councils, city councils, and boards of supervisors. He said the Central Valley is an extraordinary under served area and the CHSRA will be giving the presentation in Fresno tomorrow.

Mr. Strumwasser said the governor signed AB 3034, which changed some of the Proposition 1A language, and includes some financial constraints on the system, made sure there was oversight, eliminated the possibility of a station between Gilroy and Merced to address concerns about sprawl and made sure money would be available from Proposition 1A for any segment that was cleared to go and had matching dollars. Proposition 1A bond financing is \$9.95 billion that would include \$950 million for improving connectivity and improving existing transit systems to the HSR system. Financing includes state and federal funding and public/private partnerships.

Mr. Strumwasser said the Peninsula's major economic and residential partners along the corridor include the San Francisco airport, which will have a HSR station, and the existing Caltrain corridor. HSR is expected to make improvements on the corridor relative to noise, congestion and safety and dovetails nicely with the goals of electrification. He said the CHSRA has approved project specific approval and environmental documents for the segment between San Francisco and San Jose, as well as looking at improvements that could be made in the Altamont corridor that might include doing a spur and extension of the HSR system.

Mr. Zimmerman asked how financing of the HSR systems in France and Japan differ from California HSR. Mr. Strumwasser said financing in California involves the proposed Proposition 1A bond measure. Internationally the system generally pays for itself. Bay Area transit including BART, Caltrain and SamTrans could not exist without a heavy subsidy nor is the farebox return anywhere near paying for system costs. The HSR financial plan states HSR, with projected

ridership, will generate over \$1 billion a year to expand the system. This is the type of system that pays for the cost and generates a profit.

Doris Maez asked how ridership projections were developed. Mr. Strumwasser said there was considerable study done and studies continue. There are specific travel patterns and demands of people trying to travel between San Francisco and Los Angeles. Airports are challenged to get enough planes in the air to move people back and forth and are not operating at a profit. He said the debate on ridership goes on but California's population will grow to 50 million by 2030 and people will need to get from point A to point B one way or another.

Mr. Strumwasser said one high speed rail system, Acela, makes a profit but isn't considered high speed rail because it usually travels at a maximum of 125 miles per hour. Gasoline prices are likely to go up rather than down and continued burning of fossil fuel is an issue. A proven electrified system could accrue many benefits.

Ms. Maez asked if the cost of security is included. Mr. Strumwasser said it has but HSR will not have the type of security and scrutiny as airports, but a more passive system of video surveillance and patrols similar to current transit providers.

Mr. Zimmerman said jet airplanes are a terrible environmental polluter with disastrous effects on overall air quality and the environment and suggested this be emphasized. Mr. Strumwasser said the airlines have been extraordinarily supportive of HSR because airlines make their money on long-haul flights. Filling up the limited number of gates and airspace with short-haul flights between the Bay Area and Los Angeles is not profitable.

John Fox said there has been discussion about the environmental impact of the Pacheco Pass alignment on the Henry Coe State Park. Mr. Strumwasser said this area was visited and ways were found to avoid sensitive habitats. There has been significant mitigation to address any impact issues.

Jim Bigelow distributed two PowerPoints presented at the September JPB meeting on Caltrain electrification and 2015 system improvements. Caltrain thinks that by the end of 2009 there will be a new lighter-weight federal standard, which would allow electric modular units (EMU) to operate on the Caltrain corridor. One of the presentations explained the rationale of the benefits of going from diesel to EMU technology. Caltrain's electrified system of the overhead wire system, power system and control system is identical to that for California HSR.

Ms. Maez asked about a HSR branch south of Los Angeles and why it takes one hour and 18 minutes to travel between Los Angeles and San Diego. Mr. Strumwasser said one HSR branch travels through Irvine and the other to San Diego. He said HSR cannot run at speeds of 220 miles per hour through urban areas with significant population densities.

Mr. Krause asked how many HSR trips are planned each day and what would be the passenger load per car. Mr. Bigelow said between 80-100 trips would be made per day depending on the segments and passenger demands. Mr. Strumwasser said passenger load would depend on the train sets.

Nancy Stern asked about traffic increases for passengers traveling to HSR hubs.

Mr. Strumwasser said, as part of a study, the CHSRA will be looking at what benefits would accrue from eliminating at-grade crossings and congestion and circulation generated in traveling to HSR hubs.

Ms. Stern asked who pays for presentation materials and Mr. Strumwasser's services. He said the State of California created the California High Speed Rail Commission in 1996 that re-upped the CHSRA and it is funded at trickled out levels of funding.

Public Comment

Pat Giorni, Burlingame, said Congress bailed out Amtrak four to five years ago and asked if Acela was still under a subsidy since they are operated by Amtrak. Mr. Strumwasser said Amtrak as a system does not make a profit but Acela, as its own system, does make a profit.

Chair Dixon was concerned about the windmills shown in the HSR video and protection of birds. Mr. Strumwasser said protection of birds will be evaluated. He said the CHSRA is looking very closely at policy decisions relating to sources of energy to find and make the system as renewable and sustainable as humanly possible.

Chair Dixon asked if passengers could use laptops on high speed trains. Mr. Strumwasser said absolutely.

Mr. Strumwasser encouraged everyone to visit the CHSRA Web site at cahighspeedrail.ca.gov for additional videos and fact sheets.

ITEMS FOR REVIEW – TRANSPORTATION AUTHORITY BOARD MEETING AGENDA OF OCTOBER 2, 2008

Transportation Authority Strategic Plan Update – TA Item 10a

Director of Planning and Development, Marian Lee-Skowronek said staff has completed the Strategic Plan (Plan) outreach process and has been focused on developing the draft Plan in order to present key components to the TA Board. She presented a Measure A overview, reviewed the key components of the draft Plan, summarized the planning process and public outreach and reviewed next steps.

- The reauthorized Measure A program begins January 1, 2009 and expires in 2033.
- The Plan is a living document, which must be updated a minimum of every five years.
- Plan funding distribution categories includes transit, local streets/transportation, pedestrian/bikes, highways, grade separations and alternative congestion relief.
- Key components of the Plan include general procedures for getting Measure A funding, roles and responsibilities of program participants, criteria that can be used to evaluate and prioritize projects and performance measures that can be used to monitor projects.
- General procedures outline program categories for projects that have funds already committed to them annually and include a process for the reauthorized Measure A to call for new projects.
- Roles and responsibilities are defined for the project initiator, sponsor, project manager/operator and the TA.
- Project prioritization criteria include the expenditure plan requirements, funding requests/availability, evaluation and prioritization of projects.
- Project prioritization criteria include need, policy consistency, readiness and effectiveness.

- Examples of performance measures for capital projects include the funding plan, scope, budget and schedule.
- The Plan planning process includes public outreach to nine stakeholder groups and a community meeting in the cities of Pacifica, Burlingame, Daly City and Redwood City.
- The draft Plan will be presented at the October 2 TA Board meeting, released for public review between October 20 to November 3, and additional public comment will be reviewed at the November 6 TA Board meeting. Final Plan adoption is scheduled at the December 4 TA Board meeting.

Mr. Zimmerman asked if there will be specific projects in the draft Plan to be adopted by the TA at their December meeting. Ms. Lee-Skowronek said no. The Plan will be updated regularly as staff begins to approve projects and begins to log which projects the TA is funding.

Ms. Stern asked how the public will be notified of the public review period before the November 6 TA Board meeting. Ms. Lee-Skowronek said October 20-November 3 timeframe is allocated for public input. The draft Plan will be posted on the TA Web site and an email will be distributed to all involved in the strategic planning process. Comments will be collected for the two-week period and staff will address comments to be reflected in the final plan.

Ms. Stern asked if there could be press releases in local papers on the draft Plan. She would like to receive a list of the most common issues brought forth in the four outreach sessions to make sure people are aware of actual comments in order to alleviate some frustrations that could potentially be in people's minds. Ms. Lee-Skowronek said that a summary of outreach session comments and how/if these comments are being addressed will be posted with the draft Plan.

Public Comment

Pat Giorni, Burlingame, said she saw the Plan presentation at the City/County Association of Governments (C/CAG) bicycle/pedestrian meeting and at other venues. She wants to make sure when the TA does call for new projects, and the TA is no longer allowing funding for studies, that the TA is calling for bricks and mortar projects. She said the TA is not going to be funding big studies with consultants, and when a project is named at the TA, the initial studies have already been done. Mr. Bigelow said all 20 cities are involved with C/CAG and engineers come every month to the C/CAG Technical Committee and a call for projects goes out to all. Some cities may or may not respond to the call for projects. Everyone involved in the call for projects process is aware of the policy. Mr. Hurley said the TA partners closely with C/CAG and their funding source and the TA doesn't want to implement a policy where C/CAG and the TA have money for construction but no one has money to get the partners to that point. The TA has tremendous flexibility with Measure A funding and would like to preserve, as best as it can, to move forward in the best interest of San Mateo County.

A motion (Hees/Zimmerman) to compliment staff and recommend continuation of the strategic planning process was approved.

Statement of Revenues and Expenses for June 2008-Unaudited (TA Item 3b)

No discussion

Statement of Revenues and Expenses for August 2009 (TA Item 3c)

No discussion

Authorization to Approve Conveyance of Two Sewer Easements to the City of Belmont (TA Item 3d)

Mr. Zimmerman asked if Belmont was assuming any of the costs for sewer line relocation. Mr. Hurley said the sewer, where it existed, was in conflict with a component of the auxiliary lane project from Ralston to Marsh and Belmont did not fund any part of it. The TA had to relocate the sewer line and acquire an easement, which would allow the TA to put the sewer line in its current location and subsequently relinquish that easement to Belmont.

Mr. Zimmerman asked about the September 10, 2008 SamTrans Liaison Report – TA Item 7a. He asked when the TA expects to receive sales tax receipts. Mr. Hurley said the TA receives sales tax money through the Board of Equalization on a monthly basis.

REPORT OF THE CHAIR – PAT DIXON

Seven citizens attended the Redwood City strategic plan outreach session in addition to five staff members. The discussion focused on the process to ask for certain projects.

REPORT FROM STAFF

Mr. Hurley extended his thanks and appreciation to the CAC members for their participation in the strategic plan outreach workshops. He said it was a huge advantage in terms of lines of communication between the general public and the members of the CAC.

COMMITTEE COMMENTS

Mr. Hees said there was a major train crash in the Los Angeles area. He said Caltrain is trying to change the crash standards and the trains involved in the crash had the highest possible crash standards. He said trains can't be designed that will allow survival in an 80 miles per hour accident. Caltrain's proposed approach is changing the control systems so an accident doesn't happen.

Ms. Stern reported:

- Complimented staff on the ribbon cutting ceremony for the completion of the Highway 92/1 project in Half Moon Bay.
- She and April Vargas will give a future update on a proposed trail project from north Montara to north Half Moon Bay along Highway 1, and for a safe crossing in Montara and Moss Beach.
- It is important that information about the Strategic Plan is publicized in order to get real information out to concerned citizens.

Ms. Vargas said the Devil's Slide bridge is open and people were able to walk across the bridge. She was encouraged to see many people from the community and school children so kids learn about transportation and future projects.

Mr. Hurley said the bridge is a major component of the Devil's Slide project. The opportunity to tour the tunnel project was limited but Mr. Hurley may have an opportunity to plan a CAC field trip to tour the bridge.

Mr. Young recently visited Barcelona and Bruges and said the cities had amazing bicycle transportation networks.

Mr. Bigelow said the Metropolitan Transportation Commission (MTC) officially transferred \$91 million from Dumbarton Rail to the BART Warm Springs project. The MTC has reaffirmed its commitment to pursue other financing options for Dumbarton Rail.

Mr. Fox said he is receiving a lot of comments from the bicycle community about issues with bikes on Caltrain. He said he would like to try and encourage the JPB to listen more carefully to comments people are making about scheduling, getting on a train with a bike and posting schedules. Mr. Fox said there are very legitimate public grievances and the system does not seem to be functional in responding. Chair Dixon encouraged Mr. Fox to attend the October 2 JPB meeting because the Board will be approving the Caltrain Bicycle Access and Parking Plan.

Ms. Maez said the CAC took a field trip in the past to review pedestrian access from BART to the Tanforan shopping center. She said there is now a gate between the BART station and the shopping center. The city of San Bruno has received an MTC grant and has commissioned a study on bike/pedestrian access to BART and the shopping mall. Consultant recommendations include identifying safe paths for bikes and pedestrians and looking at the timing of signals to allow pedestrians to safely cross streets. The second phase of the planning process is a pedestrian overpass.

Mr. Zimmerman said the CAC should endeavor to do anything that supports transit-oriented development along Caltrain and El Camino Real corridors.

Barbara Arietta said the CAC should be given an opportunity to tour various TA projects.

NEXT MEETING

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

ADJOURNMENT

6:10 p.m.