

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

MINUTES OF APRIL 5, 2011

MEMBERS PRESENT: B. Arietta (Chair), J. Bigelow, P. Dixon, J. Fox, R. Hedges, R. Hees, E. Lasensky, D. Mensing, L. Shaine, A. Vargas, J. Whittemore, G. Zimmerman

MEMBERS ABSENT: A. Mader-Clark, D. Maez, P. Young

STAFF PRESENT: R. Bolon, M. Choy, I. Hernandez, J. Hurley, R. Lake, L. Larano, S. Tioayo

Chair Barbara Arietta called the meeting to order at 4:33 p.m. Randy Hees led the Pledge of Allegiance.

APPROVAL OF MINUTES

Larry Shaine said on page one under his comment, “Stations listed for possible closure are publicly owned,” should read, “Stations listed for possible closure are public knowledge.”

A motion (Zimmerman/Bigelow) to approve the minutes of March 1, 2011 was passed with this change. (Rich Hedges abstained.)

PUBLIC COMMENT

Pat Giorni, Burlingame, reported:

- Caltrans approved the environmental document for the Broadway 101 Interchange Project.
- Forty-one applications for the bike and pedestrian call for projects were received for funding of about \$4 million.
- Supports the Crystal Springs South of Dam Project, which may open watershed land for public use.
- Does not support BART’s request for \$140,000 for 44 bicycle lockers at four stations on the BART line.

TRANSPORTATION AUTHORITY BOARD MEETING AGENDA FOR APRIL 7, 2011

PRESENTATION: RAIL GRADE SEPARATIONS PROGRAM-SAN BRUNO (TA Item 10b)

Director of TA Program Joe Hurley said the project is intended to grade separate the railway from local streets and pedestrians and improve safety and local traffic flow.

Project Manager Rafael Bolon provided details:

- Project goal: Improve safety by eliminating conflicts between trains and vehicular/pedestrian traffic at crossings between Highway 380 and San Felipe Avenue in San Bruno.
- The project involves raising the existing Caltrain tracks and partially lowering Angus, San Mateo and San Bruno avenues. Three pedestrian underpasses will be built at Sylvan and Euclid avenues and at the new station location.

- Box culvert construction was completed in October 2010 and grade separation construction is estimated for completion in summer 2012.
- Total estimated cost is \$147 million of which \$111.4 million is Measure A funding.
- Community outreach included community meetings, project kick-off events, weekly construction updates, weekly constituent contact reports to city staff and mailed and e-mailed construction notices in both English and Spanish.
- Project renderings included views of the finished elevated tracks from all directions and views of the platforms.

Mr. Shaine asked where the BART box was located. Mr. Bolon said BART runs partly under Huntington Avenue and under the tracks where the temporary station is being built.

Mr. Shaine asked about vertical clearance. Mr. Bolon said the project is constrained due to BART and at the lowest point, the clearance goes about four and one-half feet below existing grade. There is about four to five feet of cover at BART.

Mr. Shaine asked if there is parking on the east and west side. Mr. Bolon said all the parking is on the east side.

Mr. Shaine asked what walking distances are involved from the southbound platform of Caltrain to get on an elevator to the parking lot. Mr. Bolon said there is a ramp, an elevator and an underpass that can be accessed to get to the parking lot. The total distance would be about 100 feet depending on where the car is parked.

Mr. Shaine asked if there were American with Disability Act (ADA) standards on walking distance. Mr. Bolon said the entire project was reviewed for ADA compliance.

George Zimmerman asked how many grade separations will be completed when this project is completed in summer 2012. Mr. Bolon said there are three with this project for a total of 12 from inception of Measure A.

Elizabeth Lasensky asked about connection to BART. Mr. Hedges said the Tanforan Station is the closest and is a reasonable walk with better than current access.

John Fox asked about the last mile issue for people who arrive at the station by means other than a car, and asked about traffic management, bike and pedestrian access and parking. Mr. Bolon said there are areas setup for bikes at the station and at Posy Park, which has racks and bike lockers. Traffic has been projected to 2035. Project details included bike access and this was considered in the design of some underpasses that are much wider than the existing underpasses.

Pat Dixon asked how many handicapped parking spaces would be available near the five entry areas of the station. Mr. Bolon said he thought it was eight but would follow up.

Jim Whittemore said pedestrian access to the station is easy from El Camino Real.

Mr. Whittemore asked if the shoofly tracks could be used for High Speed Rail (HSR). Mr. Bolon said nothing was done in the project to preclude HSR. He said if there were to be four tracks in the future, they would be built out where the shoofly is located.

Mr. Whittemore asked if anything is being done that precludes electrification of Caltrain if HSR isn't built. Mr. Bolon said everything in the project is grounded and likely locations for posts was determined, and as part of this contract the concrete portion will be built and buried for any future electrification project.

Mr. Hees asked if station stairways will have a gutter to allow bicycle use on the stairs. Mr. Bolon said he thought this was done on the underpasses and will follow up.

Mr. Hees asked about project cost projections in 1989 in the original Measure A for grade crossings. Mr. Hurley said the original Measure A didn't call out a specific price per grade separation. Priority was set by the Public Utilities Commission and support of the local jurisdictions.

Mr. Hedges asked about direct access from the station to SamTrans, excluding El Camino Real. Mr. Bolon said there is a drop off area on the west side of the station.

Mr. Shaine asked if there is an alternate elevator and underpass in case of elevator malfunction. Mr. Bolon said there are two elevators - one at each platform site. He said there are a total of three underpasses - one at the station, a second at the north end of the parking lot and a third provides community access to the grade separation.

Chair Arietta asked how costs went down from \$165 million to \$147 million. Mr. Bolon said the economy was much more competitive when the project was bid and the bid amount was based on 2005 numbers.

Chair Arietta asked about the number of car parking spaces that will be at the temporary station and at the permanent station compared to current numbers. Mr. Bolon said the existing station has 171 spaces, the temporary station will have 110, and the final number of spaces is 200.

Chair Arietta asked if escalators will be available. Mr. Bolon replied no.

ITEMS FOR REVIEW – APRIL 7, 2011 TA BOARD AGENDA

Statement of Revenues and Expenditures for February 2011 – TA item 3b

Mr. Zimmerman asked if lower interest rates and revenue reflect economic conditions.

Mr. Hurley said sales tax revenue is flat and interest income is reduced due to a lower rate of return on investments.

Mr. Hedges said sales tax revenue is down 1.2 percent. He said he thought the Assembly and Senate passed a measure to tax Internet sales. Ms. Lasensky said she didn't think this passed.

SamTrans Liaison Report – March 9, 2011 – TA Item 7

Mr. Hedges asked for comment on news articles about SamTrans taking bankruptcy.

Chair Arietta said she read there was criticism that the Strategic Planning Committee was not subject to the Brown Act. She said public opinion wants this and other committees subject to the Brown Act for more transparency.

Pat Dixon said SamTrans' financial issues will be discussed at the April 7 Joint Powers Board (JPB) meeting.

Mr. Bigelow said news comments about SamTrans' bankruptcy are a terrible message. He said there is a baseline of income that comes to SamTrans, which is the same that comes to the TA and the TA is not going bankrupt. He said Caltrain is a robust system. The Metropolitan Transportation Commission (MTC) took an exception to the drastic proposals to cut service levels and said there will be uplifting news presented at the April 7 JPB meeting.

Mr. Zimmerman asked if the public relations segment of SamTrans' staff or MTC make corrections to clarify the misstatements in the news. Mr. Hurley said it is an ongoing effort but newspapers can report what they choose.

Mr. Hedges said the San Mateo City Council passed a resolution requesting Caltrain to hold off on closing the Hayward station until they hear from the MTC. This may happen because MTC's vision is one of a regional system anchored by Caltrain with BART coming into San Jose Diridon Station, which could link with HSR and would link all regional airports by rail. Taking Caltrain out of the picture would be a deadly blow.

Public Comment

Pat Giorni, Burlingame, said when SamTrans said they couldn't contribute \$15 million to Caltrain last year or \$4 million this year, San Francisco and Santa Clara counties said the same. San Francisco and Santa Clara counties have never paid back their \$43 million investment portfolio loan from SamTrans when the Caltrain right of way was purchased. The two counties have leveraged that \$43 million into their transit systems. If that \$43 million had remained in the portfolio SamTrans, would not be looking at losing the bus system; San Francisco and Santa Clara counties have bankrupted SamTrans.

Chair Arietta said General Manager/CEO Michael Scanlon said SamTrans is in such bad shape it would go off a cliff in about two years.

Program: Measure A Program Status Report (TA Item 10a)

Manager, Programming and Monitoring Melanie Choy said staff has developed the report to be presented on a semi-annual basis. The information is at program level, which is summarized to provide general status of each program contained in both the original and new Measure. Summaries of funding collected to-date are included as well as funding commitments made to-date. The intent is as funding proposals or allocations come before the TA Board and the CAC, the report will provide context to make decisions.

Ms. Choy provided details of the program report:

- Most programs in the original Measure A are completed except the Caltrain, Dumbarton and Highway programs. Funds in the bike/pedestrian category are going to be rolled over into the current call for projects.
- Implementation of new Measure A projects is guided through the 2008 Strategic Plan. An Implementation Plan was adopted in 2009, which gives direction on which programs will have calls for projects or are plan-based.
- The TA and the City/County Association of Governments (C/CAG) are doing a joint bike/pedestrian call for projects. Forty-one applications have been received from 18

jurisdictions totaling about \$11 million in requests. Available funding includes \$3 million in Measure A funds and \$1 million in Transportation Development Act (TDA) funds for two years. Project types ranged from bike/pedestrian signage to environmental phase work for major overcrossings over Highway 101. Selection panels from C/CAG and the TA are reviewing applications. The TA is independently reviewing applications and making independent decisions on its fund sources and C/CAG's Bicycle Pedestrian Advisory Committee (BPAC) will be on the selection panel for the TDA funds. The goal is to return to the CAC in June with a recommended list of projects and to the TA Board in July with feedback from the CAC.

Mr. Shaine asked about the term used for priorities in the Highway Program and if the Highway 101/Woodside Road Interchange is in the top priority list. Ms. Choy said the term is Key Congested Corridor (KCC), which includes five KCCs. Highway 101 south improvements is one of the five corridors, which includes the Highway 101/Woodside Road Interchange. She does not believe the Woodside Road Interchange is a priority project.

Mr. Shaine asked if priorities could change and ~~the Woodside Road interchange~~ could be included in the Highway 101/Woodside Road Project. Ms. Choy said they could not under the KCC because there are set projects and funding for the five corridors. Legal Counsel would have to review the question of unused funding for another project. She said there is a Supplemental category, which is open to any project submittals including interchanges, freeways and major arterials.

Mr. Whittemore asked if the applications will be publicly released so bicycle advocates can see them before the June CAC meeting.

Mr. Fox asked if the applications are available in any form for review now. Ms. Choy said there are summaries of project submittals that have not been made public. She said each applicant presented their project to BPAC. Ms. Choy said she would follow up on what can be made available to the CAC.

Mr. Bigelow said the cost for all grade separations that have not been completed compared to what the revenue will be over the 25-year period of the Measure is like seed money. The TA relies on emerging programs from other agencies and private resources to leverage to the maximum and this is why it is important that any local agencies that want to move ahead do preliminary studies and environmental document so they can get money.

Public Comment

Pat Giorni, Burlingame, said she has audio discs of the presentations made for the bike/pedestrian call for projects if anyone is interested. C/CAG staff member John Hoang can provide additional details on the project.

Update on State and Federal Legislative Program – TA Item 10c

Government Affairs Manager Seamus Murphy could not attend the meeting but will follow up on any questions or concerns from the CAC.

REPORT OF THE CHAIR – BARBARA ARIETTA

- Attended the March 3 JPB public hearing on proposals to close Caltrain's budget gap. Suggestions to close the budget gap included redirection of money set aside for electrification,

reallocation of Regional Measure 2 money from Dumbarton Rail, and updating the basis for member agency contributions. Proposals will be discussed at the April 7 JPB meeting.

- Attended a recent presentation on HSR and heard the Obama administration has announced a plan to dedicate \$53 billion more to HSR over the next six years. Construction of the initial segment will begin late next year in the Central Valley.
- Forwarded TA CAC recruitment information to Pacifica newspapers.
- A Silicon Valley Bike Advocacy Summit will be held on April 6 at 1 p.m. at the San Mateo Public Library.
- AB 147 and SB 582 support expanding funding for sustainable transportation and rewarding commuters who use public transportation.
- The San Mateo County Planning Forum will be held on April 27 at the San Mateo Public Library.
- Will be attending the Sacramento State Convention on April 29-May 1.

Mr. Zimmerman asked if any speakers at the JPB public hearing addressed how important Caltrain is to San Francisco and Santa Clara counties, which have the highest and second highest Caltrain ridership. Chair Arietta replied yes.

Mr. Whittemore referenced a public comment made at the March CAC meeting about bike paths not being included in the county's new bicycle/pedestrian plan from Middlefield Road through North Fair Oaks. He asked about utility work by Pacific Gas & Electric in that area. Ms. Dixon will provide him with additional details.

REPORT FROM STAFF – JOE HURLEY

- Introduced TA secretary Irma Hernandez who filled in for Assistant District Secretary Rosemary Lake who left to manage a JPB CAC meeting set during the same time as the this meeting.
- Provided his contact information to the public speaker at the March meeting who was concerned about the lack of bicycle paths. He said Mr. Whittemore followed up with the public member on his areas of concern.
- Caltrans has approved the environmental document on the Highway 101/Broadway Interchange Project. The TA is going after \$4.8 million for design support for the project. Funding may not be available so the TA has set up a Letter of No Prejudice, which gives the TA the authority to go ahead with the project and spend its own money, which would be reimbursed when funding is available.
- Will attend the quarterly Self-Help County Coalition meeting on April 12 in Sacramento.
- Confirmed that in reference to the San Bruno Grade Separation presentation, there are seven ADA parking spaces at the new San Bruno station and the stairs and ramps are equipped with a bike gutter.

Mr. Shaine asked how high gas prices affect TA sales tax revenue. Mr. Hurley said current gas prices are not a significant factor in current TA sales tax revenues and will follow up on sales tax associated with gas.

Mr. Hees said there is additional sales tax revenue associated with an increase in gas prices but consumers also tend to buy fewer gallons of gas.

Mr. Hedges said the TA used to receive spillover funds from gas sales tax but the State started to borrow these funds. A proposition was passed to stop this but the State eliminated the law and

changed a portion of it from sales tax to an excise tax. So for a portion of it, we no longer get the increasing spread when the price of gas goes up and it is now changed to per gallon.

COMMITTEE COMMENTS

Mr. Whittemore requested a future topic on the disaster recovery process in light of the catastrophe in Japan. Mr. Hurley asked how that linked to the role of the TA. He suggested Mr. Whittemore contact the San Mateo County's Sheriff's Department Office of Emergency Services.

Mr. Whittemore said he was concerned about the security of the District's internal records including payroll, food and water, etc. He said he could discuss this offline.

Mr. Hees said there are numerous questions to ask as each project is discussed. He said he recently had minimal problems using the Metro card in Washington, D.C. but the Clipper card doesn't work very well. He said he couldn't add money to the Clipper card at the Millbrae BART station.

Mr. Fox suggested various data should be collected in a more formal way about transit modalities rather than in anecdotal ways in order to end up with a written summary each month including what works, what doesn't work, who rode what kinds of transit and positive comments to improve our collective consciousness to be able to use it in a more formal way to identify specific trends, problems with ridership and connectivity, suggestions for improvement and acknowledgement of things that are working well.

Mr. Hees said issues with walking should also be included.

Mr. Hurley said the TA is tasked with the administration of the one-half-cent sales tax to fund transportation projects and programs and within the Expenditure Plan there are certain things that are qualified and not qualified and discussion needs to be about TA-related items and focused on things that the CAC has the ability to influence.

April Vargas said the Traffic and Trails 2 project will begin on the mid-coast through a grant from Caltrans to start looking at safe crossings across Highway 1, looking at a parallel multimodal trail and, perhaps, reducing the speed limit through Montara, Moss Beach and El Granada to 45 miles per hour or below. This would allow better bike trails and landscaping, which tends to create more safety and a better pedestrian experience. Other issues include varying road width and blind intersections. There has been discussion about pedestrian access to the abandoned alignment for the Devil's Slide Tunnel project.

Mr. Bigelow said SamTrans is not paying any money for Caltrain. The TA is allowed to pay Caltrain up to \$4.8 million out of the new Measure A. The TA will be back filling the SamTrans' responsibility and people do not understand this.

Ms. Dixon said this would be her last CAC meeting because she is moving to the Sacramento area and was delighted to know that Mr. Hees, Mr. Zimmerman and Mr. Bigelow will remain on the CAC because they were with the CAC 13 years ago when she joined.

Members conveyed their sadness that Ms. Dixon was leaving and wished her the best.

Mr. Shaine requested an update on the South San Francisco Ferry project and plans for the Redwood City Ferry Project.

Mr. Hurley said he will be meeting with the Water Emergency Transportation Authority (WETA) on April 6 and will report details to the CAC and organize a presentation from WETA.

Ms. Dixon said it is logical that the ferry terminal in Redwood City be located near the Pacific Cement area.

Mr. Bigelow said there is a meeting of the San Mateo County Ferry Advocate Group on April 6 at the Oyster Point Yacht Club at 10 a.m.

Ms. Lasensky asked that the clock on the District building be fixed. She said staff needs to address safety issues on the platform and in the stations.

Ms. Dixon said she will be attending the Belmont Bicycle and Pedestrian overcrossing project completion celebration.

Mr. Hedges invited everyone to a tour of the Contra Costa Transit Center, which will be held on April 23. Interested members can meet 9:45 a.m. at the Millbrae BART station. He said the disaster in Japan will affect sales tax revenue due to the shutdown of automobile plants in Japan and sales of automobiles in the U.S.

Mr. Hurley said it has been a real pleasure to work with Ms. Dixon.

Chair Arietta asked Mr. Hedges to send information on the Contra Costa Transit Center tour to the CAC through Mr. Hurley.

Date and Time of Next Meeting

The next regular meeting of the TA CAC will be held on Tuesday, May 3, 2011 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070.

ADJOURNMENT – 6:29 p.m.

The meeting was adjourned in honor of Ms. Dixon.