

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

MINUTES OF MARCH 4, 2014

MEMBERS PRESENT: B. Arietta, J. Bigelow, R. Hedges, R. Hees, J. Londer, D. Lujan, D. Maez, L. Shaine, A. Vargas, W. Warhurst, J. Whittemore

MEMBERS ABSENT: J. Baker, J. Fox, L. Simonson

STAFF PRESENT: J. Averill, S. Bhatnagar, A. Chan, J. Hurley, J. Slavitt, L. Snow

Chair Barbara Arietta called the meeting to order at 4:30 p.m. and Jeff Londer led the Pledge of Allegiance.

APPROVAL OF MINUTES OF FEBRUARY 4, 2014

A motion (Londer/Bigelow) to approve the February 4, 2014 minutes was approved unanimously.

PUBLIC COMMENT

None

Doris Maez arrived at 4:33 p.m.

ITEMS FOR REVIEW – MARCH 6, 2014 TA BOARD MEETING

Program Report: Pedestrian and Bicycle Program Call for Projects (TA Item 11a)

Joel Slavitt, Manager, Programming and Monitoring, presented:

- Three percent of the Measure A Program is for the Pedestrian and Bicycle Program.
- The purpose of the program is to fund specific projects to encourage and improve walking and bicycling conditions.
- The 2004 Transportation Expenditure Plan includes a list of candidate bikeways and overcrossings but other projects can be considered.
- The TA Strategic Plan calls for the following:
 - Funding considerations are made through a CFP.
 - Project review committees evaluate applications.
 - Projects are reviewed based on a set of evaluation criteria, which were approved as part of the adoption of the Measure A Implementation Plan.
 - Funding recommendations are anchored with the evaluation criteria.

Daina Lujan arrived at 4:35 p.m.

- Evaluation criteria consists of:
 - Project readiness and need – 35 percent
 - Effectiveness – 35 percent
 - Policy consistency – 10 percent

- Funding leverage – 10 percent
- Sustainability – 10 percent

Larry Shaine arrived at 4:37 p.m.

- Twenty-three applications were submitted from 15 sponsors.
- A total of \$9.3 million was requested, but after the mid-year budget revision, \$5.7 million is available.
- Ten applications can be funded within the available funding.
- Nine of the projects recommended for funding will result in full implementation. Only one preconstruction-only project is ranked high enough to be funded.
- Distribution of project proposals:
 - North County – six projects totaling \$2.5 million
 - Mid County – nine projects totaling \$4.3 million
 - South County – five projects totaling \$1.9 million
 - Coastside – three projects totaling \$600,000
- Distribution of projects recommended for funding:
 - North County – three projects totaling \$1.5 million
 - Mid County – three projects totaling \$2 million
 - South County – four projects totaling \$1.9 million
- Next steps:
 - April – TA Board approved proposed program of projects
 - April/May – TA enters into funding agreements with project sponsors

William Warhurst asked if any consideration was given to not funding the entire amount of each request so funds could be spread more. He said there is a lot of interest in the county trail and if only 90 percent of the top 10 projects were funded, the remaining funding could pay for the 11th project. Mr. Slavitt said staff is recommending only partially funding the Belmont project due to feasibility concerns, which saves some funding for other projects. He said staff considered funding levels to the extent possible.

Mr. Warhurst said he has asked before where the funding request numbers come from and if it is really necessary to spend the amount the sponsors are requesting to complete their projects. Mr. Slavitt said when parts of the project are cut to lower the funding it puts the evaluation committee into a position of actually designing the projects and they did not want to be put into that position.

Public Comment

Howard Young, Public Works Director, Portola Valley, said Portola Valley gets a lot of bicyclists coming through town. He said staff, volunteers, and interest groups came together to work on the application. He said people are excited about the process and the news that their project was on the recommended funding list. He thanked the CAC for their time and effort in the process.

Leslie Latham, Portola Valley Bicycle Traffic Pedestrian Safety Committee, said she is thrilled the project is on the funding list and she appreciates the TA looking at Portola Valley as having a regional role to play for the county. She thanked the CAC.

Ken Chen, Public Works Project Manager, city of San Mateo, said he is happy the San Mateo project made the cut and he thanked the CAC for their support. He said San Mateo is trying to make the city a pedestrian and bike friendly city.

Rich Hedges said in 2002 the Grand Jury reviewed bicycle trails and they realized the trails were mostly recreational and could not be used to commute to work. He said there was no advantage to safety by bike paths. He said the first thing that should be looked at is safety so people don't have to bike or walk over a highway to get to work. He said the Downtown Association of San Mateo agreed to make the streets one way if bicycle paths were created.

Doris Maez said the San Bruno project on Angus Avenue is near a grammar school and the public library. Mr. Slavitt said it is also near City Hall and downtown central businesses, and would result in full construction implementation.

April Vargas said many people visit the coast side and it impacts the traffic on the weekends. She said part of the reason people wanted the Mid-coast Multimodal Trail is because it would ease traffic from residents between towns and residents could walk or bike on the trail. She said since there are no school buses there are traffic problems during the school year. She said many residents don't have cars and the trail would help them safely get to work or stores. She asked if there is a chance to get this 11th project funded. Mr. Slavitt said once before during a previous CFP the Board made the decision to fund more projects than were on the recommended list, so it is possible. Joe Hurley, Director, Transportation Authority Program, said this is a staff recommendation; the Board has discretion to accept or modify it. He said the Board will take input from the CAC, the public, and other factors.

Mr. Hedges said at the last CFP, the Board voted to take money from a future CFP to fund an extra project.

Jim Whittemore asked if any applications came in after the deadline. Mr. Slavitt said staff received a late proposal from the city of East Palo Alto and it was six days late. Mr. Whittemore said he would like to see East Palo Alto represented on the list because they are in desperate need of bicycle infrastructure. Mr. Slavitt said Menlo Park has a joint project with East Palo Alto and it is on the list.

Mr. Whittemore said the late East Palo Alto project should be included on the list and noted that it was late. Mr. Hurley said the rules were established, there was a tremendous amount of public outreach, and if this project is accepted then other cities might ask to be considered after the deadline as well. Mr. Whittemore said the CAC and Board expressed concern about the timeframe for this CFP. Mr. Hurley said staff's response to that concern was there was a lot of initial notification that the CFP was coming.

Randy Hees asked if the project could be put it on the list with a note that it was received after the deadline so it is on the project record but not considered. Mr. Hurley said that would be special treatment and it would entice further discussion of the project and that would not be appropriate.

Jim Bigelow said Facebook has been very generous and has spent significant amounts of money by paying for bicycle striping in East Palo Alto and Menlo Park.

Mr. Hedges said he is staunchly against ignoring time deadlines. He said he serves on a committee with the State and a lot of time is taken up on reconsiderations based on people not showing up for appeals or missing time limits and this costs a lot of money.

Mr. Whittemore said there needs to be a way to bring cost consciousness back to the table to cut down on costs for the projects. He said the TA should push back and possibly not fund a project at the amount requested and see if the project can be completed cheaper. He said he seriously questions the Belmont Notre Dame Avenue Street Improvement because of the inability to make the area tolerable for a pedestrian or bicyclist.

Ms. Lujan said Belmont has a Ralston Corridor Study Group and some of the recommendations came from Alta Planning and Design. She said there is concern about safety for bikes and pedestrians on Ralston.

Mr. Bigelow said city of Belmont is funding one of their projects 100 percent. He said people should not underestimate what Belmont is doing and Belmont is sensitive to the bicyclist issue.

Authorize the Reallocation of \$100,000 in Original Measure A Caltrain Program Funds for the Hillsdale Station Area Project to the Peninsula Corridor Joint Powers Board (TA Item 10a)

Ms. Maez said part of the money would go to the studying the possibility of relocating that station. She said a lot of money was spent on upgrading the station and asked what the reasoning would be for moving it. Mr. Hurley said in 2006, \$200,000 was allocated to the JPB to look at access improvements, and now \$100,000 of that is being requested for this station. He said the reason to look at a station adjustment has to do with all the development in that area and there may be some profile adjustments of the railroad tracks, which necessitates the station having to move. He said this is more data collection and analysis to make informed decisions.

Mr. Hees said in the past there were two stations that touched each other with racetrack station and Hillsdale so there may be historic issues to look at first. He said moving the station might only mean moving it within the window of where the two stations used to be.

Mr. Hedges said this is one of the busiest stations in the system and the idea is to locate between 31st Street and 28th Street with underpasses to create more free flow and grade separations.

Mr. Hurley pointed out the city of San Mateo is paying for half the cost of the study.

Mr. Whittemore said the whole 25th Street area is a candidate for passing lanes. Mr. Hurley said this study will identify if there are other options.

A motion (Hees/Whittemore) to support the authorization of the reallocation of \$100,000 in Original Measure A Caltrain Program funds for the Hillsdale Station Area Project to the JPB was approved unanimously.

Authorize Award of Contract to Khouri Consulting for State Legislative Advocacy Services for a Firm-fixed Price of \$223,008 for a Five-year Term (TA Item 10b)

Mr. Hurley said consultant help is consistent with the TA's Legislative Program. He said because of the unique nature of the TA, it is appropriate to have a focus group representing the TA on the State level. He said Gus Khouri is very familiar with self-help county programs and needs and the legislative issues associated with them.

Mr. Warhurst said he questions the idea of even having legislative representation. He said he is not clear how having legislative advocates produce a benefit for the population in terms of improving the transportation system. Mr. Hurley said an example of what the advocates did was help secure the legislative authority to use project delivery options such as design-build.

Mr. Warhurst said he questions whether the TA should spend any more than it has to on legislative services. Mr. Hees said it's \$45,000 a year, a small amount of money, and it is clear the TA has to have representation and there have been a number of legislative issues the TA would like to have passed and having representatives there helps the process. It is a reasonable amount of money to have a representative be able to walk into a legislator's office to express what is important to the TA.

Mr. Hedges said it is invaluable to have someone who knows the players. He said he read the synopsis of Khouri's abilities and they sound solid.

Mr. Whittemore said he has researched advocates and one can easily justify the optional money advocates bring in for clients. He said he is concerned with five-year contracts because that is too long. He said three years is a reasonable time period. He said the other agencies have three-year contracts.

Mr. Hees said this Board does not look on projects positively when people from the agency sponsoring the project do not come and represent themselves, so it is important to have TA representation in the State legislature.

A motion (Bigelow/Hees) to support the authorization of the award of contract to Khouri Consulting for State legislative advocacy services for a firm-fixed price of \$223,008 for a five-year term was approved unanimously.

Update on Measure A Strategic Plan 2014-2019 (TA Item 11b)

April Chan, Executive Officer, Planning and Development, said

- The Measure A Expenditure Plan requires the TA put together a Strategic Plan before starting the allocation process and it needs to be updated every five years. It provides a policy framework for funding allocation in the various categories.
- The 2009 Strategic Plan:

- Was developed through a public participation process
- Defined programming and allocation policies
- Developed fund management principles
- The scope of the update includes:
 - Reviewing accomplishments from the last five years
 - Assessing what worked and what needs improvement in the programming and allocation process
 - Developing program priorities for the next five years
- The proposed planning process includes:
 - TA Board subcommittee to provide policy direction to staff
 - Consultant support to help staff put together the plan
 - C/CAG Technical Advisory Committee and TA CAC outreach
 - Public outreach to cities and other entities that receive TA funding
- Proposed schedule includes:
 - Plan development from April to August
 - Draft plan review with the Board and stakeholders in September
 - Board adoption of the final plan in October or November

Mr. Whittemore asked why the new plan can't just cover 2015 to 2019 since 2014 will be almost over by the time it is done. Ms. Chan said she did not want any gaps.

Ms. Maez said this did not sneak up on staff but it will be late by almost a year, so something should be put in place so that by a certain date the next five-year plan update will be ready to go. Ms. Chan said it is late partly due to staffing issues. She said next time she plans to put something together in the 2018 timeframe.

Mr. Bigelow said considering there is litigation with high-speed rail and the Caltrain relationship, electrification, the \$600 million in question with the appellate courts, and the increase in the sales tax revenues, the fact that this is a little late is probably better timing because some of the outstanding questions may be answered during the process of this update so when the new five-year plan comes out it will be reflective of some decision making as a result of those issues.

Mr. Shaine asked what the role of the CAC will be. Ms. Chan said to look at what worked over the last five years and what needs improvement. She said she will ask for feedback on program priorities, and whether the TA should develop some kind of capital improvement program. She said there are other various questions the TA would like to pursue. She said it would be content oriented to help the TA shape what the plan may look like and how to allocate funding more effectively based on the parameters set forth in the Transportation Expenditure Plan.

Mr. Hees asked if the \$175,000 needed for this project will be considered administrative costs. Ms. Chan said staff will propose to take a proportionate amount from each of the categories to fund this update.

Update on State and Federal Legislative Program (TA Item 11c)

Shweta Bhatnagar, Government Affairs Officer, gave the following update:

State

Senator Jerry Hill (D-San Mateo) introduced Senate Bill (SB) 1433, which extends design-build procurement authorization to agencies constructing transit projects. The law has a sunset date of January 1, 2015 and this bill will remove the sunset allowing for authorization indefinitely.

Senator Lois Wolk (D-Davis) amended SB785 in an attempt to consolidate all existing local and State design-build statutes and eliminate inconsistencies.

Assemblymember Rich Gordon (D-Menlo Park) introduced Assembly Bill (AB) 2021, which is a clean-up bill to last year's AB797 that authorized the Construction Manager/General Contractor (CM/GC) procurement method. The original bill left out language that would allow the San Mateo County Transit District, and by extension, Caltrain, to operate under existing labor compliance practices, and this bill would put that language back in.

Ms. Bhatnagar said staff anticipates supporting Assemblymember Richard Bloom's (D-Santa Monica) AB1720 dealing with bus axle weight restrictions. She said publicly owned or operated transit systems are prohibited from purchasing buses whose gross weight on any single axle exceeds 20,500 pounds. She said transit agencies throughout State are struggling to meet the weight limitation due to Federal and State mandates such as Americans with Disabilities Act requirements and emissions reduction equipment. Further discussions are taking place and Federal studies are expected to be released with findings that may go into the legislation.

Senate President Pro Tem Darrell Steinberg (D-Sacramento) introduced SB1156, which removes the producers of fuels from under the existing Cap and Trade Program and instead imposes a carbon tax. She said two-thirds of the funds collected would be returned to low-income tax payers through a State earned income tax credit. The remaining would be spent on California's mass transit infrastructure. She said there are many unknowns with this bill.

Federal

President Obama released his budget proposal that included a \$302 billion, four-year transportation bill. Part of the funding would come from reforms to the tax code. She said \$126.5 billion would be dedicated to fund highways and infrastructure investments. Current funding authorization expires on September 30 and current gas tax revenues are not sufficient to maintain existing transportation funding levels.

The U.S. Department of Transportation announced that \$600 million will be available under the Transportation Investment Generating Economic Recovery competitive grant program. Applications are due on April 28.

Mr. Hedges asked if any bills that have been submitted deal with an oil extraction tax. He said the State of California is going to be the number one fuel producer in the country and will be exporting fuel. Ms. Bhatnagar said she hasn't heard of anything like that.

Mr. Shaine said Assemblymember Gordon is a former member of the TA Board.

Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2014 (TA Item 11d)

Mr. Whittemore said Caltrain Project Number 2063 does not appear on this report but there are references to it regarding the holdout rule elimination at Caltrain stations. Mr. Hurley said that issue is being revisited and the project does not show up on this report because it is a JPB project.

Ms. Maez said the funding is puzzling on the San Bruno Grade Separation Project on page 12. She said funding starts out at \$115 million, the TA contribution shows the original was \$68 million, current contributions is \$120 million, expended \$78 million, the estimate at completion is \$92 million, and it ends up \$37 million over the original plan. Mr. Hurley said the Board made a series of allocations that totaled \$120 million. He said since then, bids came in lower and not all the money is likely to be needed for the project, then Statewide Transportation Improvement Program funds came in. He said this is a record of what the TA Board has allocated and when the project is completed, the remaining funds will get folded back to the grade separation program and made available to other grade separation projects. The total amount of Measure A money spent on this project is \$92 million.

Mr. Shaine said it looks like the TA overestimated the construction cost on Project 629 and asked if it was due to the competitive nature of bids. Mr. Hurley said yes, it was a competitive environment.

Mr. Warhurst asked what “on hold” status means because some of the items on hold state that management is reviewing the item and that doesn't sound like it is on hold if something is being done. Mr. Hurley said it means there may have been initial scope or intent and staff is stopping to make an assessment to see if the scope needs to be changed, if the project should be suspended or continued, or if there are other variables to understand before making a decision to continue investing in the project.

Chair Arietta said on the Calera Parkway Project, the document shows “no issues,” but it is waiting to provide support to the lawsuit on an as-needed basis. She asked if lawsuits are not considered issues. Mr. Hurley said it is not considered an issue because this report describes the scope of work associated with the environmental document, which has already been certified.

Acceptance of Statement of Revenues and Expenditures for January 2014 (TA Item 4b)

A motion (Whittemore/Hees) to support the acceptance of the Statement of Revenues and Expenditures for January 2014 was approved unanimously.

Receive and File Measure A Program Status Report (TA Item 4c)

No discussion.

Approval of Minutes of February 6, 2014 (TA Item 4a)

Mr. Whittemore said Director Terry Nagel questioned how long the auditors were with the TA and the answer was they are in the third year of their five-year contract. He said

he strongly urges the TA not to contract with an audit firm for five years because an agency should not have an audit for more than three years.

REPORT OF THE CHAIR – BARBARA ARIETTA

See attachment for Chair Arietta's complete report.

Mr. Hedges said there are no High Occupancy Toll (HOT) lanes planned for San Mateo County. There is not capacity through the county without putting in another lane. He said Los Angeles has HOT lanes.

Ms. Maez said she heard an unintended consequence of HOT lanes was there was more congestion in the express lanes even though there was an increase in price to drive. She said the original intent was not to reduce congestion; it was to raise money since the gas tax was not producing enough.

REPORT FROM STAFF – JOE HURLEY

Mr. Hurley said:

- The C/CAG and TA met with Transform who is proposing the concept of an optimized HOT lane, which is different from converting a high occupancy vehicle (HOV) lane into a toll lane. Transform's proposal is to make the fast lane a HOT lane. He said he has concerns because modify the availability of 25 percent of the capacity may increase travel time and that may increase carbon emissions.
- The Highway 92/El Camino Real Interchange Project public comment period closed. There was general support for the project but there were two issues of concern including the traffic impact to the new signals on El Camino Real and whether the design adequately addresses bicyclists' needs.

Mr. Shaine asked if the TA has a consultant looking at HOV lanes. Mr. Hurley said yes, to study HOV lanes on the Highway 101 corridor from Whipple Avenue to Interstate 380 and how it could physically fit in and if the road would need to be widened. The purpose is to assess the options, the effectiveness of HOV lanes, the costs and impacts from them, and if it is something the TA would want to advance.

Mr. Shaine said it seems there is a heavy amount of overlap. Mr. Hurley said Transform is proposing converting the Number 1 Lane to a HOT lane, and current legislation prohibits that from occurring. C/CAG requested funding for an HOV lane study.

Chair Arietta said Transform said they wanted two lanes so one could be used as a transition lane to go from the express lane to the other lane.

Mr. Hees said Transform is an advocacy agency, not a government entity conducting a study that could lead to actual policy.

Chair Arietta said to take out one of these lanes goes against all the improvements that have been done on Highway 101.

MEMBER COMMENTS/REQUESTS

Mr. Hedges said San Mateo City Council meeting had a lively discussion and most of the speakers wanted a simple bicycle bridge with an access point near the common travel paths. He said the council was very receptive.

Ms. Lujan thanked Chair Arietta for attending the Transform Summit. She said the direct connections between transit access and economic growth were discussed. She said she is now a C/CAG Bicycle and Pedestrian Advisory Committee member. She said the Active Transportation Grant Fund CFP will come out March 21 with projects due May 21. She said projects not successful in the recent TA CFP may consider applying for Active Transportation Funds.

Mr. Shaine said the Original Measure A bike and pedestrian category did not fund much more than bike route maps. He said there is a positive trend to see what is occurring today in funding bike and pedestrian projects.

Mr. Bigelow suggested the TA Board and CAC receive an update on the Regional Measure 2 at a future meeting. He said there are some implications on some Measure A projects.

Mr. Londer said Assemblymember Kevin Mullin honored Chair Arietta for her service on the Grand Jury.

Mr. Whittemore said he took the ferry from South San Francisco to San Francisco and it is beautiful going under the Bay Bridge. He said it was hard to find the free parking at the South San Francisco lot because there was no signage. He said he couldn't find instructions on how to board the ferry, how much it cost, and how to get to the South San Francisco train station. He said there is no signage in San Francisco to come back. He said he was charged \$7.50 to get on the ferry and was reimbursed 50 cents when he got off, but there is no explanation for that.

DATE, TIME AND PLACE OF NEXT MEETING

Tuesday, April 1, 2014 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

The meeting adjourned at 6:21 p.m.

Averill, Joshua

From: Barbara Arietta <barietta@hotmail.com>
Sent: Tuesday, March 04, 2014 7:32 PM
To: Averill, Joshua
Subject: ** CAC Chair's Report to CAC 3/4/14**

CAC MEMBER TERMS EXPIRING:

1. We have five members whose terms are expiring on May 31, 2014 and who are eligible to re-apply. They are: Jim Bigelow, Rich Hedges, Randy Hees, Larry Shaine, and William Warhurst.

We also have a 6th opening to cover the departure of Daniel Mensing from the CAC. This is a partial term that ends on May 31, 2015.

I would encourage each and everyone of you to re-apply. You have all served this committee faithfully and have been great contributors in our decisionmaking.

Applications are due by April 4th. The Board will make their appointments at the May 1st meeting and the new three year term will begin June 1.

REPORT ON TRANSFORM'S SUMMIT IN PALO ALTO:

2. Transform recently had an all-day Transportation Choices and Healthy Communities Summit in Palo Alto on February 22nd. CAC members Jeff Londer, Jim Bigelow, Daina Lujan and I attended. Daina Lujan was one of the presenters at the all day event. Unfortunately I missed her presentation on Safe Routes to School as I was attending another breakout session at the same time that Daina was presenting. Our TA Executive Director, Michael Scanlon, was also a presenter of one of the sessions that day.

According to information obtained at that conference, Transform has made a proposal for "Optimized High-Occupancy Toll" (HOT) lanes as a solution to heavy traffic along Hwy 101.

Transform wants to use the HOT revenues derived from such a lane to support transportation choices and low-income commuters. Transform calls this the "Optimized HOT" approach and claims it has drawn supports from local stakeholders such as the Silicon Valley Leadership Group and Friends of Caltrain.. however, this topic appears to be a highly controversial one when it comes to its application in San Mateo County.

GOOGLE FERRIES CEASE...FACEBOOK FERRY STARTS:

3. Google has announced on February 7th that it's pilot program for ferry services to Redwood City has come to an indefinite end. When and if they resume operations remains to be seen.

However, according to a Facebook spokesperson quoted in the San Francisco Chronicle, Facebook, the social networking giant, became the latest high tech company to launch an employee ferry service from San Francisco to Redwood City, just as Google ended its weeks long ferry pilot program.

On February 4th, Facebook began chartering one "water taxi" - a 30-person, 53-foot catamaran called the New El Dorado III - to carry employees for free from Pier 40 near AT&T Park to the Redwood City port. During the ride, employees have access to Wi-Fi and free coffee and snacks. Upon docking, workers board a chartered bus for a 10-minute ride to the Menlo Park main campus.

The commute catamaran runs one round-trip per day on Tuesdays and Fridays and is set to be a 90-day trial. Facebook has not disclosed the costs associated with running the boat. San Francisco and Redwood City each charge \$95 for daily docking fees. Redwood City also charges a \$1.75 fee per passenger.

The commuter service is run by Tideline Marine Group, an on-demand water taxi service based in Sausalito.

DEVIL'S SLIDE TRAIL DUE TO OPEN ON MARCH 22:

4. The opening of the new Devil'S Slide Trail appears to be on track and is due to be open on March 22nd. When it opens, the Trail will feature room for two six-foot bike lanes, a 12-foot path for pedestrians and a series of placards explaining features of the area's environment and history. The paths will be bordered by 3-foot concrete barriers or "K" rails, and limited parking will be available on the northern and southern ends of the park.

PUBLIC MEETINGS TO BE HELD ON CALTRAIN EIR:

5. The Caltrain electrification environmental impact report has been published. There are 4 public meetings scheduled to be held in San Carlos on March 18th at Caltrain offices, on April 2nd at the Redwood City Library, on April 7th at the San Jose Main Library and on April 9th at UCSF Mission Bay at Genentech Hall. The deadline for public comment is April 29th.

Respectfully submitted,

Barbara Arietta

Chair, San Mateo County Transportation Authority, CAC