

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070**

**MINUTES  
MARCH 6, 2008**

**MEMBERS PRESENT:** M. Church, R. Foust (Chair), R. Gordon, J. Lee, K. Matsumoto,  
R. O'Mahony, J. Vreeland

**MEMBERS ABSENT:** None

**STAFF PRESENT:** G. Cameron, J. Cassman, V. Harrington, C. Harvey, R. Haskin,  
J. Hurley, R. Lake, M. Martinez, I. McAvoy, D. Miller, M. Scanlon,  
M. Simon

Chair Rosanne Foust called the meeting to order at 5:07 p.m. and led the Pledge of Allegiance.

**CONSENT CALENDAR**

a) Approval of Minutes of January 3, 2008

Director Rosalie O'Mahony amended page three, last paragraph of the minutes to state grade separations instead of electrification and "this occurred when I read a summary of a meeting convened by the governor on public/private partnership infrastructure and public projects."

b) Acceptance of Statement of Revenues and Expenses for January 2008.

A motion (O'Mahony/Matsumoto) was passed to approve the consent calendar.

**PUBLIC COMMENT**

Mark Stechbart, Pacifica, said a grease refinery in Pacifica is being fast-tracked for the Coastsides, which is an unacceptable burden of industrialization on Route 1. Mr. Stechbart said the TA is doing an environmental impact report (EIR) on the Route 1 widening that is a regional arterial. He is concerned about the inbound grease and outbound diesel, hazardous and explosive processed chemicals and gases because an EIR was not done because the Office of Policy and Research in Sacramento was not notified. He wants the TA to look at this because it will cause a problem with the Route 1 EIR.

Chair Foust said the information distributed on this issue will be shared with staff.

Legal Counsel David Miller said any comment that comes in will be reviewed, and from a legal standpoint, one of the questions will be what is the jurisdiction of the TA over the issue raised. This will be coordinated with staff.

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

Chair Pat Dixon reported:

1. The committee received three presentations:
  - a. Rich Napier, Executive Director City/County Association of Governments of San County (C/CAG) and John Hoang of C/CAG: Alternate Route Incident Management Plan. The committee passed a motion to recommend approval.
  - b. Paul Matsuoka, Caltrain Project Manager: Dumbarton Rail Corridor.

- c. Joe Hurley, Director of TA Programs: San Mateo County Grade Separation Footprint Planning Study.
2. Chair Dixon commented on the excellent qualifications of the five CAC members seeking reappointment.

### **CHAIRPERSON'S REPORT**

Chair Foust had no report.

### **SAMTRANS LIAISON REPORT – KARYL MATSUMOTO**

No comments.

### **JOINT POWERS BOARD REPORT (JPB)**

Executive Director Michael Scanlon reported on the March 6 JPB meeting:

- a. The Board:
  - Authorized Award of Contract to L. B. Foster for the Purchase and Delivery of New Continuous Welded Rail for a Total Price of \$2,036,464.
  - Authorized Amending and Extending the Agreement with San Mateo County Transit District to Underwrite a Portion of Law Enforcement and Police Communications Services Pursuant to an Agreement with the County of San Mateo for a Total Not-to-Exceed cost of \$8,417,117.
- b. Sean Elsbernd was sworn in as a new Board member representing the San Francisco Board of Supervisors.
- c. Former Director Sophie Maxwell was presented a Resolution of Appreciation and train plaque for her service to the JPB.
- d. The board heard a report from MTC liaison Sue Lempert.
- e. Bruce Jenkins reported on the February CAC meeting.
- f. Performance Statistics for January 2008 compared to January 2007
  - Total Ridership was 924,736, an increase of 5.2 percent.
  - Average Weekday Ridership was 34,702, an increase of 4.8 percent.
  - Farebox Revenue was \$3,030,475, an increase of 14.3 percent.
  - On-time Performance was 94.1 percent, a decrease of 3.3 percent.
  - Caltrain Shuttle Ridership was 4,990, a decrease of 3.0 percent, which was due to major scheduling changes on the Stanford University campus.

Year-to-Date Statistics:

- Total Ridership was 6,793,228, an increase of 7.5 percent.
- Average Weekday Ridership was 36,755, an increase of 7.1 percent.
- Farebox Revenue was \$22,683,158, an increase of 15.6 percent.
- On-time Performance was 93.6 percent, a decrease of 1.8 percent.
- Caltrain Shuttle Ridership was 5,079, an increase of 6.2 percent.

Mr. Scanlon said the projected on-time performance for February 2008 will be 90.2 percent. Incidents responsible for the decrease include an incident in Burlingame with a light pole that became electrified and required PG&E to shut down power; a fatality on the Capitol Corridor; and a Union Pacific train derailment with major damage to tracks. Area transit agencies and media were thanked for their assistance during the rail derailment.

- g. A significant structural financial deficit continues compounded by the Amtrak labor settlement.
- h. The 98-train schedule was implemented on March 3, 2008.
- i. A pilot shuttle has been implemented during peak-commute hours from the Belmont station to the Hillsdale station.
- j. The northbound platform at the Burlingame station opened this week.

- k. Caltrain, the Federal Railroad Administration (FRA) and Federal Transit Administration (FTA) will be co-hosting a Trespasser Fatality Reduction and Effective Practices Workshop at the San Mateo County Transit District offices on April 1-2.
- l. Rail Transformation Chief Bob Doty will be meeting in April with the FRA on the Caltrain Initiative.
- m. Special service will begin soon for baseball.
- n. Best wishes were extended to Public Information Officer Jonah Weinberg on his move to Ohio.
- o. Chief Development Officer Ian McAvoy presented the Quarterly Capital Progress Report.
- p. Legal counsel convened to a closed session to discuss a matter involving litigation, which has been settled with Union Pacific Railroad.
- q. The JPB meeting was adjourned in honor of Congressman Tom Lantos.

Director John Lee asked if Caltrain's best practices for safety stack up well with attendees at the April workshop. Mr. Scanlon said Caltrain volunteered to host the event and was accepted because the agency has good experience. There will be presentations and discussion and "hot-on-the-scene" best practices to share.

#### **REPORT OF THE EXECUTIVE DIRECTOR**

Ian McAvoy, Chief Development Officer, thanked Burlingame Mayor and Board member Rosalie O'Mahony for being a gracious host for the recent California Transportation Commission (CTC) event at the Burlingame Hyatt Hotel. Chair Foust and Director of TA Programs Joe Hurley were thanked for their participation. The City/County Association of Governments of San Mateo County (C/CAG) was thanked for its part in the jointly sponsored meeting. Authority Secretary Martha Martinez also was thanked.

Mr. Hurley reported on an article in the Sunday *San Mateo County Times* about the growing regional support for ramp metering and its effectiveness in dealing with congestion on freeways. He said because of the forward thinking of the TA Board and San Mateo County, the county has been benefiting from the implementation of ramp metering for over a year.

#### **FINANCE**

##### **Authorize a \$3,000,000 Increase to the FY 2008 Operating Budget, and Authorize Entering into a Funding Agreement with C/CAG to Allocate \$3,000,000 in Measure A Funds to the Alternate Route Incident Management Plan**

Mr. Hurley said as part of the state infrastructure bond approved by the voters in November 2006, there is a \$250 million Smart Corridors Program to fund traffic light synchronization projects and other technology-based improvements that would improve safety, reliability and operational efficiency of the roadway system. The CTC adopted the guidelines for the subject program last month. C/CAG proposes to submit an application for a \$10 million grant and has requested \$3 million of Measure A funding for the project. In exchange for the Measure A contribution, C/CAG will make available an equal amount of State Transportation Improvement Program (STIP) funding to the TA in the future. The balance of the funding for the project will come from other state and non-Measure A local funding. C/CAG and TA staffs believe the project will result in enormous benefits if an incident were to occur on the Highway 101 corridor and there would also be improvements to the daily traffic flow of the local streets and overall efficiency of the roadway network system.

Rich Napier, Executive Director of C/CAG, said the C/CAG Board programmed \$10 million in STIP funds about six months ago and thought this would give a 100 percent match. This was disallowed as a

local match but C/CAG has the STIP money reserved to reimburse the TA for funds being brought forward for the project. Caltrans and the CTC are very supportive of the project.

John Hoang, C/CAG, reported on the Smart Corridors Project:

- Project purpose is to deploy Intelligent Transportation Systems (ITS) element along local streets and state route with traffic signal coordination/synchronization, vehicle detection systems, directional signage, CCTV cameras, and vehicle preemption/priority systems.
- Primary objectives include implementation of traffic congestion management strategies to address effects of non-recurring traffic congestion caused by major freeway incidents.
- Project limits include Highway 101 from Interstate 380 to Holly Street in San Carlos for segments one and two and designated local streets and El Camino Real.
- Stakeholders include C/CAG, the TA, local city public works, police and fire departments, the County Office of Emergency Services, California Highway Patrol, Caltrans and the MTC.

Director Lee said that since project limits are from Interstate 380 to Holly Street in San Carlos and the project would not have helped with the January 29 tanker accident on Highway 101. Mr. Hoang said the project has a third segment, which runs from Holly Street south to the county line.

Director Rich Gordon asked if segment three was programmed, planned or just a dream at this point. Mr. Hoang said the Smart Corridors Project includes all three segments. Mr. Napier said segments one and two were chosen because C/CAG could get Caltrans District 4 support. C/CAG is committed to the third segment.

#### Public Comment

Jack Ringham, Atherton, said a \$3 million to \$10 million sophisticated system could not have solved problems with the January 29 tanker trailer incident. He questioned whether the TA should spend this kind of money on this kind of system when the alternative - traffic copters - is free and partially helpful. He said providing \$3 million to Caltrain seems to be a more important priority than this very sophisticated system.

Ms. Dixon, Redwood Shores, said there is much more traffic now than during past incidents and the Smart Corridors Project is an excellent system.

Director Gordon asked what would be the measure of effectiveness to the expenditure of the dollars and the goals of the project. Mr. Napier said there would be two measurements: travel time on the local road when the system is not operated in an incident and travel time during an incident. He said the California Highway Patrol tries to control incidents but there is not much thought going into how to get the traffic around an incident. This system will provide Caltrans and the region the means to control the traffic.

Director Gordon asked if Caltrans has the commitment to provide the necessary staff to implement and maintain the system. Mr. Napier said there will be a partnership between the county and Caltrans relative to operating costs and other aspects because 95 percent of the operations will be local. Limited support is expected from cities where the equipment is located.

Director Gordon asked what the operational costs would be. Mr. Napier said that would be determined through the project development process.

Director Gordon said it would be difficult to vote on this without knowing the costs to the cities and the cost the county might be required to pay. There will be a one-time expenditure on equipment but the operational cost will last the lifetime of the project. Mr. Napier said there will be little or no cost to cities on capital costs or putting the project into operation. It is considered a regional system and will be used locally 99 percent of the time.

Director Gordon asked if the local benefit to the cities would be synchronization of signals on El Camino Real. Mr. Napier said there would be synchronization of lights on various roads and in areas where there is currently no synchronization. He said one of the most important aspects of the project, worth the entire cost, is the communication backbone that will be put in the county that will allow communication infrastructure for all the ITS components in the segment of Highway 101.

Director Rosalie O'Mahony said it would benefit the Board and audience to hear an explanation of how much success C/CAG has had because of pleas for Proposition 1B money for the south end of the county. Secondly, C/CAG needs to guarantee that they have some pledge money to go to Sacramento or the CTC and bid for funding from Proposition 1B. Mr. Napier said working with the TA and through a 2020 Gateway Study, C/CAG has been successful in getting \$60 million for the auxiliary lane from Marsh Road to the county line and \$84 million working with the VTA and Santa Clara County for the other side of the county. He said there must be complete support from the cities as the project and costs are developed.

Mr. McAvoy said this project involves a fund swap between the TA and C/CAG, and the TA will be reimbursed through STIP funds in the future so the TA is not technically investing in the project as an efficiency issue. It is a partnership and the TA will get the investment back from the STIP towards an expenditure plan project as we move forward in the future.

Director Gordon asked if the TA has a full guarantee to receive the \$3 million back. Mr. Scanlon said yes.

Chair Foust said Redwood City receives constant complaints concerning light synchronization on El Camino Real between Jefferson Avenue and the Woodside Road overpass. Redwood City is very interested in a regional system that could improve conditions in this area in Redwood City and along the entire El Camino Real corridor.

Director James Vreeland asked why Caltrans was waiting to implement segment three of the project. Mr. Napier said all three segments are proposed but it was important to Caltrans that the project included El Camino Real, and segments one and two better meet that requirement. It is hoped that federal funds can be secured for segment three. Other sources of funding are being pursued.

Director Karyl Matsumoto said that during an incident along Highway 101 local police would be pulled into directing traffic along El Camino Real and other streets. She asked if the project has been discussed with local public works. Mr. Napier said C/CAG has talked with local public works and an incident route plan is being developed.

A motion (Lee/O'Mahony) to approve the authorization, funding agreement and allocation was unanimously passed by roll call.

**PROGRAM – PRESENTATION OF THE SAN MATEO COUNTY GRADE SEPARATION FOOTPRINT PLANNING STUDY**

Mr. Hurley reported:

- The grade separation program will improve local traffic flow and improve the safety of the road and railroad crossings.
- \$225 million (in 2004 dollars) in funding is available for the grade separation program, which is a 15 percent share of the 25-year estimated sales tax revenue.
- The goal of the study is to identify all the feasible grade separation alternatives at grade crossings and define associated preliminary impacts and costs.
- San Mateo County has 24.5 miles of double track and 32 at-grade crossings that will be studied.
- The TA has ongoing partnerships with seven cities to evaluate crossings.
- Grade crossing improvement projects have been completed in South San Francisco, San Mateo, San Carlos, Millbrae, Belmont and Redwood City. Planned grade separation projects include four crossings in San Bruno.
- Alternative developments include leaving tracks at-grade, leaving road at-grade or modifying both tracks and road.
- The TA is assuming the role of the lead agency with close cooperation of the cities involved, as well as cooperation from Caltrain.
- Project development includes prioritization of grade separation projects and environmental clearance and design. Anticipated construction is scheduled to begin in 2011.
- The Hillsdale station study is almost completed, five cities need additional analysis and new studies will begin in Millbrae and downtown San Mateo.
- Outreach has been completed in Burlingame, Menlo Park, Atherton and San Mateo.
- The TA is utilizing general engineering consultants for technical evaluation.

Director O'Mahony asked why San Bruno was not included in this study. Mr. Hurley said San Bruno Avenue is a planned grade separation project outside of the footprint study.

Director Vreeland asked what the range of a grade separation cost would be. Mr. Hurley said it depends on each location, the topography, business impacts, utility conflicts and a variety of other issues.

Mr. Vreeland asked about the cost of the Holly Street project in San Carlos. Mr. Hurley said that was a multiple-location project with costs at the time of approximately \$90 million.

Mr. Scanlon said given the situation of construction around the world, supply and demand and costs of steel and concrete, the TA is extremely limited in how many grade separations will be completed if the sole source of the money is TA funding and a few state dollars that will be generated. All rail crossings may be grade separated if High Speed Rail comes through. Short of that, the Board will have to prioritize the most urgently needed grade crossing improvements.

Chair Foust said the TA has approximately \$445 million in the bank and all of that cannot go towards grade separations because of the way Measure A funding is listed.

Director Matsumoto referred to the Capital Projects Status Report and said the South San Francisco Station Relocation and Track Improvement Project costs are approximately \$50 million. She asked if costs have changed. Mr. Hurley said the station program is a Caltrain improvement program and

today's presentation is a grade crossing separation issue. Mr. Hurley said this is part of the Quarterly Project Status Report, which will be discussed later in the meeting.

#### Public Comment

Jim Bigelow, Menlo Park Chamber of Commerce, said it is complicated to get consensus on grade separation issues with city residents and business and property owners. He suggested a low-key approach for outreach to cities and getting as much information as possible about issues.

Mr. Scanlon referred to an item not covered in the Report of the Executive Director. He said staff is involved in due diligence regarding last month's agenda item to appoint an investment advisor to extend advice on portfolio investments for the TA.

#### **PROGRAM – CAPITAL PROJECT STATUS REPORT – 2<sup>ND</sup> QUARTER FY2008**

Mr. Hurley asked if there were any questions concerning the report.

Mr. McAvoy replied to Director Matsumoto's earlier comment regarding the Quarterly Report. He said what is seen in the report is what is budgeted to-date. There will be additional monies coming into the program in 2009 from both Federal and state funding sources, as well as local TA funding sources. The commitment to the South San Francisco station project remains unchanged.

#### **REQUESTS FROM THE AUTHORITY**

Director Matsumoto said the Board was given the Comprehensive Annual Financial Report and under the Transportation Systems Management (TSM) Program the report said the primary goal of the TSM Program is to transfer 30 to 35 percent of all commute trips to alternative transportation modes at least twice per week. She requested this be put in writing to see if it is successful, and if examples could be cited because this would be very important in looking at Grand Boulevard plans. Mr. McAvoy said he would be happy to come back to the TA with a presentation on the TSM program in the near future if it is appropriate.

#### **WRITTEN COMMUNICATIONS TO AUTHORITY**

Chair Foust said the Board sent a letter to Congressman Tom Lantos when he was ill and Mr. Lantos' office sent a letter of reply. Chair Foust said the meeting would be adjourned in memory of Congressman Tom Lantos.

Director Lee said Congressman Tom Lantos was a great American, a great international citizen, a great Congressman and a great representative of the counties of San Mateo and San Francisco.

#### **REPORT OF LEGAL COUNSEL**

None.

#### **DATE AND PLACE OF NEXT MEETING**

Thursday, April 3, 2008 at 5 p.m. in the Bacciocco Auditorium, Second Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.

**ADJOURNMENT:** The meeting adjourned at 6:09 p.m. in honor of Congressman Tom Lantos.