



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

**AGENDA**

**April 1, 2008 - Tuesday**

**4:30 PM**

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Approval of Minutes: March 4, 2008
4. Public Comment  
Public testimony by each individual speaker shall be limited to three minutes
5. Informational Item:
  - a. Presentation on Caltrain 2025 – Bob Doty
6. Transportation Authority Board Meeting Agenda for April 3, 2008
  - a. Acceptance of Statement of Revenues and Expenses for February 2008 (TA Item 3b) – Motion
7. Report of the Chair – Pat Dixon
8. Report from Staff – Joe Hurley
9. Member Comments/Requests
10. Date, Time and Place of Next Meeting: Tuesday, April 29, 2008  
at 4:30 p.m., San Mateo County Transit District Administrative Building,  
Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue, San Carlos, CA  
94070
11. Adjournment

*All items on this agenda are subject to action*

**CAC MEMBERS:** Barbara Arietta • Jim Bigelow • Pat Dixon (Chair) • Rick Gomez • Rich Hedges • Randall Hees • Steve Krause • Austin Mader-Clark • Doris Maez • Larry Shaine • Nancy Stern • April Vargas • Paul Young (Vice-Chair) • George Zimmerman

## **INFORMATION TO THE PUBLIC**

If you have questions on the agenda, please contact the Assistant Authority Secretary at 650.508.6223. Assisted listening devices are available upon request. Agendas are available on the Transportation Authority Website at [www.smcta.com](http://www.smcta.com).

### **Date and Time of Boards and Advisory Committee Meetings**

San Mateo County Transportation Authority (TA) Committees and Board: First Thursday of the month, 5 p.m. Transportation Authority Citizens Advisory Committee (CAC): Tuesday preceding first Thursday of the month, 4:30 p.m. Date, time and location of meetings may be changed as needed.

### **Location of Meeting**

The San Mateo County Transit District Administrative Office is located at 1250 San Carlos Ave., San Carlos, which is one block west of the San Carlos Caltrain Station on El Camino Real, accessible by SamTrans bus Routes: 260, 295, 390, 391, KX.

### **Public Comment**

If you wish to address the Citizens Advisory Committee, please fill out a speaker's card located on the agenda table. If you have anything that you wish distributed to the Citizens Advisory Committee and included for the official record, please hand it to the Assistant Authority Secretary, who will distribute the information to the Committee members and staff.

Members of the public may address the Citizens Advisory Committee on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to three minutes and items raised that require a response will be deferred for staff reply.

### **Accessibility for Individuals with Disabilities**

Upon request, the TA will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to Rosemary Lake at San Mateo County Transportation Authority, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email to [cacsecretary@smcta.com](mailto:cacsecretary@smcta.com); or by phone at 650-508-6223, or TDD 650-508-6448.

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BACCIOCCO AUDITORIUM, 2<sup>ND</sup> FLOOR**

**MINUTES OF MARCH 4, 2008**

**MEMBERS PRESENT:** B. Arietta, J. Bigelow, P. Dixon (Chair), R. Gomez, R. Hedges, A. Mader-Clark, D. Maez, L. Shaine, N. Stern, P. Young, (Vice-Chair), G. Zimmerman

**MEMBERS ABSENT:** R. Hees, S. Krause, A. Vargas

**STAFF PRESENT:** S. Cox, C. Dunn, J. Hurley, R. Lake, P. Matsuoka

Chair Pat Dixon called the meeting to order at 4:38 p.m. and led the Pledge of Allegiance. Chair Dixon asked for a moment of silence to honor Congressman Tom Lantos.

**APPROVAL OF MINUTES**

The minutes of the February 5, 2008 meeting were approved by the committee.

**PUBLIC COMMENT**

None

**ITEMS FOR REVIEW – TRANSPORTATION AUTHORITY BOARD MEETING  
AGENDA OF MARCH 6, 2008**

***Item 5a) Acceptance of Statement of Revenues and Expenses for January 2008***

No discussion

***Item 5b) Authorize a \$3,000,000 Increase to the FY 2008 Operating Budget, and Authorize Entering into a Funding Agreement with the City/County Association of Governments of San Mateo County (C/CAG) to Allocate \$3,000,000 of Measure A Funds in the Alternate Route Incident Management Plan***

Director of TA Programs Joe Hurley said funding was set aside for the Traffic Light Synchronization Program (TLSP) as part of the Infrastructure Bond approved in 2006. In terms of scoring criteria, one of the considerations for project funding has to do with non-state money being part of the project. C/CAG has requested \$3,000,000 of Measure A funding for the Smart Corridor Project. In exchange for the \$3,000,000 Measure A contribution, C/CAG will make available an equal amount of State Transportation Improvement Program (STIP) funding to the TA in the future.

Mr. John Hoang, C/CAG, reported on the San Mateo County Smart Corridors Project:

- The project will deploy Intelligent Transportation Systems (ITS) element along local streets and state routes to implement traffic congestion management strategies and address effects of non-recurring traffic congestion caused by major freeway incidents and provide tools to manage traffic congestion and improve mobility, improve coordination/communication between agencies and improve traffic operations to optimize traffic flow.

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- An example of the type of traffic situation that the project will address occurred on January 29, 2008 when a tanker trailer overturned on northbound US 101 and caused a full/partial closure in both directions for a total of 39 hours. Traffic was diverted onto local streets and other freeways.
- Project limits include US 101 from Interstate 380 to Holly Street in San Carlos, designated local streets and the El Camino Real.
- Stakeholders include C/CAG, local city public works, fire, police, the county Office of Emergency Services, California Highway Patrol, Caltrans and the regional MTC.
- Project technologies include cameras, signs and a preemption/priority program.
- C/CAG is applying for \$10 million in funding with plans for 50 percent in local matches of \$3 million from the TA and \$2 million from other local funds.

Rich Hedges arrived at 4:52 p.m.

#### Questions/Comments

Barbara Arietta asked about local match funding. C/CAG Executive Director Rich Napier said C/CAG is working with the California Transportation Commission (CTC) to receive non-state funding credit an additional \$2 million.

George Zimmerman asked for a broad picture objective of the program and where the program has been implemented in California. Mr. Napier said the project would provide a predictable alternative route around an accident incident and signalization would be optimized with cameras, most likely set up from the Oakland Traffic Information Center. Mr. Napier said a similar system that is not fully deployed is off State Route 123 on San Pablo Avenue between Alameda and Contra Costa counties. Mr. Hoang said the Smart Corridors Project is a national concept developed by the Federal Highway Administration with numerous pilot projects throughout the nation.

Mr. Hoang said that 95 percent of project benefits will be on a daily basis in providing traffic management tools for local streets. Having the project in place will enable local cities to manage major incidents more efficiently that close freeways.

Doris Maez asked if law enforcement could use footage from project cameras. She said the project costs are \$20 million, had only heard about \$15 million in funding and asked where the remaining \$5 million would come from. Mr. Hoang said details of operations and maintenance will be worked out in a cooperative agreement with all agencies on use of information and maintenance. The other \$5 million will come from the STIP.

Ms. Maez asked if there has been public input. Mr. Hoang said there has been public input throughout the entire process. Mr. Hurley said there will be an environmental process associated with the project that will provide opportunities for further public input

Mr. Napier said the primary purpose of the project is for traffic control, not enforcement. He said C/CAG had programmed \$10 million towards STIP and if C/CAG receives the other \$10 million from TLSP that will equal \$20 million. C/CAG was not allowed to count \$10 million in STIP funds and will use \$3 million from the TA and is looking for \$2 million in local match funding. Mr. Napier said the TA and C/CAG work closely and have a policy that C/CAG funds from the state and federal transportation funds are to maximize local TA funds.

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Larry Shaine asked about the project technology. Mr. Hoang said there are a variety of technologies and monitors to register how long it takes a vehicle to get from point A to point B as a vehicle travels along a corridor.

Mr. Shaine asked if C/CAG will provide for the eventual replacement of equipment. Mr. Napier said STIP funds would be used for replacement of equipment. Dedicated motor vehicle fees to be used for operations would also be used. C/CAG thinks cities should assist in some aspects of the operations but all capital costs will be funded jointly by the TA and/or C/CAG or Caltrans.

Paul Young asked if efficiency technology is deployed in some places. Mr. Hoang said Belmont has some cameras. Mr. Napier said the project goal is to have a full array of cameras, changeable message signs and a fiber optic communication backbone to go back to the Oakland Traffic Information Center.

Nancy Stern asked who would be in charge of maintaining the system. Mr. Napier said financial agreements would be looked at with cities for maintenance and operations and C/CAG is prepared that there will be some aspects of the operating costs that C/CAG will need to pay.

Rick Gomez asked about communications with the California Highway Patrol during a major incident. Mr. Napier said the CHP is the incident commander in a major incident with Caltrans next in the line of command to make the locals aware of issues who will put the priorities on the lights in order to bypass the incident.

Ms. Maez asked how signal preemption would affect rail crossings. Mr. Hoang said this is being addressed in discussions with Caltrain and public works personnel.

A motion (Bigelow/Hedges) was passed to recommend authorization of the resolution and that committee comments be transmitted to the TA Board.

Mr. Zimmerman expressed his concern about spending \$3 million of TA funding given fuel costs, escalating construction costs and China's increased use of materials. Mr. Hurley acknowledged Mr. Zimmerman's concerns but said the bigger question is can the TA afford not to do this because the incidents have occurred and future incidents will occur and fuel and productivity are wasted as vehicles attempt to navigate around the incident. This action is consistent with one of the TA's core goals leverage external funding.

Mr. Young asked if the project is supposed to bring efficiency to traffic flow and asked if there have been estimates on fuel savings. Mr. Hoang said there have been studies that show a reduction in fuel and will provide data through Mr. Hurley.

Mr. Hurley asked that *Item 7a), Presentation of the Dumbarton Rail Corridor (DRC)* be taken at this point in the meeting.

Paul Matsuoka, Project Manager Caltrain, reported:

- Southern Pacific discontinued rail service in the 80s and SamTrans purchased the rail corridor in the early 90s.
- The MTC Regional Rail Plan includes Dumbarton Bridge Rail service.

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- The purpose of the DRC is to enhance connectivity, connect East and West Bay communities, connect ACE, BART, Caltrain, Capitol Corridor and regional buses and fulfill the mandate of Regional Measure 2 (RM 2).
- The DRC will address existing and future highway congestion, air quality, growth in population and employment and the need for commute options.
- Preliminary capital funding sources of \$300 million include MTC (RM 2), SMCTA, VTA, Alameda County Transportation Improvement Authority, Alameda County Congestion Management Agency, and the State Transportation Improvement Program.
- Proposed corridor goes from Redwood City to Menlo Park and East Palo Alto to Union City BART with peak-hour service between Union City and San Francisco/San Jose on 12 daily trains.
- The DRC Policy Advisory Board approved the following alternatives to be studied in the environmental document: Union City to Redwood City with and without Niles Connection, Newark to Redwood City, TSM bus alternative, and no project (requires bridge demolition).
- All rail alternatives will study two vehicle options in the environmental document: current Caltrain equipment and diesel multiple units (DMU).
- Environmental topics to be evaluated include air quality; biological resources/wetlands, community impacts, cultural resources, energy, environmental justice, geology, hazardous wastes, hydrology and floodplains, land use, noise and vibration, transportation/traffic, utilities visual/aesthetics, water resources and quality and cumulative impacts.
- Draft of the EIS/EIR is to be completed in the fall of 2008, distribution of the final EIS/EIR in summer of 2009 and complete environmental process to be completed in winter of 2009.

Questions/Comments

Chair Dixon asked if there would be two sets of tracks on the corridor. Mr. Matsuoka said it will be single track in many cases.

Mr. Hedges asked about bridge demolition costs and that costs should be made public for discussion. Mr. Matsuoka said costs have not been determined.

Austin Mader-Clark asked about DMUs. Mr. Matsuoka said DMUs have better air quality than diesel hauled locomotives and are less noisy when sitting in a station.

Ms. Stern asked if train service would be primarily for cargo, passengers or both. Mr. Matsuoka said passengers only.

Ms. Stern asked about the primary issues of opposition to the project. Mr. Matsuoka said cost, noise and the corridor could be served with a bus system. He said local communities have their own priorities for transportation issues other than the DRC. Mr. Matsuoka said studies are being completed on ridership and capital and operating costs per rider for the various alternatives.

Chair Dixon asked why two tracks would not be built now. Mr. Matsuoka said the main reason is cost. He said the idea is to start with a modest amount of trains in the peak hours as a way to start the system.

Mr. Zimmerman asked about the timeframe of the project. Mr. Matsuoka said the Caltrain portion of the project will conclude in 2009, at which time Caltrain will know what the locally

preferred alternative is; the environmental document will be completed and the project will be 30 percent engineered. Design/ build will then begin with the opening service date expected in 2012.

Ms. Arietta asked about safety issues of the DMUs. Mr. Matsuoka said Caltrain will not be able to use non-compliant vehicles in the East Bay with the Capital Corridor, ACE and freight trains. Caltrain is in discussions with the Federal Railroad Administration (FRA) for use of compliant vehicles.

Mr. Gomez said the DRC should be built with two tracks because of population growth and increased costs of future construction.

Mr. Bigelow said the DRC project is a rehabilitation project of existing transportation corridor of a single rail and if the rules of the project changed construction could never be completed by 2012.

***Item 5c) Presentation of the San Mateo County Grade Separation Footprint Planning Study***

Joe Hurley reported:

- Grade separations will improve local traffic flow and safety along the Caltrain rail line.
- Fifteen percent of new Measure A funding is set aside for grade separations, which is \$225 million over a 25-year period.
- The study includes seven cities and 32 at-grade rail crossings from South San Francisco to Menlo Park.
- Ten grade separations have been completed and four crossings in San Bruno are planned for constructed in 2010.
- Grade separation alternatives include leaving tracks at-grade, leaving road at-grade or modifying both tracks and road.
- Project development for 2008-2009 includes completion of the footprint study, prioritization of grade separation projects and the beginning of project study reports to further evaluate alternatives. Construction schedule for projects that do not impact the railroad will commence in 2011 and in 2014 for projects that do impact the railroad.
- Planning studies almost completed at the Hillside station with studies ongoing in five cities. New studies are planned for Millbrae and downtown San Mateo.
- Outreach continues in the cities of Burlingame, Menlo Park, Atherton and San Mateo.

**Questions/Comments**

Mr. Hedges asked if there would be a footprint study for the under crossings at the Bay Meadows Project. Mr. Hurley said 25<sup>th</sup>, 28<sup>th</sup> and 31<sup>st</sup> avenue crossings will be considered.

Ms. Maez asked if funding for the San Bruno grade separation project is still intact. Mr. Hurley said it was his understanding that the commitment made by Executive Director Michael Scanlon is that the San Bruno grade separation project is the top priority in the grade separation program .

Ms. Maez asked if the \$225 million is exclusive of the San Bruno project. Mr. Hurley said no. \$225 million is the total money available for grade separation projects under the new Measure. How much of this funding will go to San Bruno will depend on the availability of other funding sources.

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Mr. Shaine asked how the grade separation work fits in with the strategic plan. Mr. Hurley said the issue has to do with the timing of the strategic plan versus the timing of the footprint studies.

Mr. Bigelow said that outreach to city councils and residents needs to be done with good information and sensitivity. Mr. Hurley said it can be difficult to find compromise in a public forum.

Chair Dixon asked what affect High Speed Rail (HSR) will have on grade separations. Mr. Hurley said as soon as some modifications are proposed to the railroad profile, requirements of HSR will be reviewed to make sure there is compatibility.

Ms. Arietta asked in which category or program are spillover funds from the previous Measure A money put and is there an expiration date on funds after January 2009. Mr. Hurley said if the dollars are specifically earmarked, those dollars stay with the particular projects. Funding that is not programmed will be redistributed based on the percentages of the 2004 program. Unprogrammed grade separation funds would be put together and 15 percent of those unprogrammed funds are made available to the grade separation program category.

*Item 5 d) Capital Project Status Report – 2<sup>nd</sup> Quarter FY 2008*  
No Comment

**REPORT OF THE CHAIR**

None

**REPORT FROM STAFF**

None

**MEMBER QUESTIONS/COMMENTS**

Mr. Bigelow distributed an update on HSR.

Ms. Arietta asked about project completion time on the Capital Project Status Report item number 615 - Fassler Avenue to Westport. Mr. Hurley will discuss this with Ms. Arietta after the meeting.

**NEXT MEETING**

The next regular meeting of the TA CAC will be held on Tuesday, April 1, 2008, at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2<sup>nd</sup> Floor, San Carlos, CA 94070.

**ADJOURNMENT**

The meeting adjourned at 6:21 p.m.