

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

**MINUTES OF AUGUST 2, 2012**

**MEMBERS PRESENT:** R. Foust, C. Groom (Chair), D. Horsley, K. Matsumoto, T. Nagel, N. Patridge, S. Richardson,

**MEMBERS ABSENT:** None

**STAFF PRESENT:** J. Averill, J. Cassman, A. Chan, E. Goode, G. Harrington, C. Harvey, R. Haskin, A. Hughes, J. Hurley, M. Martinez, N. McKenna, S. Murphy, M. Scanlon, M. Simon

Chair Carole Groom called the meeting to order at 5:00 p.m. and led the Pledge of Allegiance.

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

CAC Chair Barbara Arietta reported on the July 31 meeting. The CAC:

- Voted in support of local shuttle programming and allocation of funds for the city of Pacifica's Community Weekend Shuttle.
- Received a presentation by Rich Napier, Executive Director of the City/County Association of Governments (C/CAG) concerning the Alternative Congestion Relief Program called the Smart Corridor. The CAC was impressed with the well thought-out work involved in the program and gives its enthusiastic support for this plan.
- Supports the allocation of funds for Caltrain's Capital and Operating Budgets and to support its Paratransit Program.
- Is concerned the reauthorization of passenger rail programs including High Speed Rail (HSR) was not included in the legislation and will need to be reauthorized before the expiration of the Passenger Rail Investment and Improvement Act (PRIIA) in 2013.
- Supports acceptance of the Statement of Revenues and Expenditures for May.
- Reviewed the information on the Statement of Revenues and Expenses for the period ending June 30, 2012.
- Reviewed the SamTrans Liaison Report of June 13.
- Received an abbreviated update from Chair Arietta on Caltrain's electrification and modernization program.
- Received news that a California Department of Transportation (Caltrans) sanctioned committee is seeking applicants who are willing to pay their way to be a part of the Devil's Slide Tunnel historic opening later this year. The Tunnel Opening Day Celebration Vehicle Parade Committee wants vehicles representing different decades of the past century of motor vehicles from the 1950's muscle cars to 2012 hybrids. Fees for driving through the tunnel in the celebration range from \$100 to \$3,000 according to the Half Moon Bay report.
- Was advised of the schedule change for the Highway Call for Projects (CFP) showing the draft funding recommendations will be presented to the Board on September 6 and the expected Board approval of the final recommendations on October 4.

- Was thanked by the Director of the Transportation Authority Program Joe Hurley for supporting the Memorandum of Understanding (MOU) for early investment in Caltrain's electrification and modernization.

Executive Director Michael Scanlon said the Director of Government and Community Affairs, Seamus Murphy, will address the Rail Title in the Legislative Report.

### **CONSENT CALENDAR**

Director Nagel asked to pull item 4a, the meeting minutes of June 7, 2012, from the Consent Calendar.

- b) Acceptance of Statement of Revenues and Expenditures for May 2012
- c) Information on Statement of Revenues and Expenses for the Period Ending June 30, 2012

A motion (Foust/Horsley) to approve the Consent Calendar was approved.

### **Approval of Minutes of June 7, 2012**

Director Terry Nagel said on page 12 of 14 under Requests from the Authority she was talking about a major project of not 7,000 square feet but 767,000 square feet.

A motion (Nagel/Foust) to approve the amended minutes was approved.

### **PUBLIC COMMENT**

Brandt Grotte, San Mateo Mayor, asked the TA to consider granting funds for the 25<sup>th</sup> Avenue Grade Separation and Rail Realignment Project. This is adjacent to Bay Meadows Area and Development which is Bay Meadows Phase 1 and Phase 2. He said his concern is if they are not able to put in the grade separations at least at 28<sup>th</sup> or 31<sup>st</sup> Avenues in addition to the 25<sup>th</sup> Avenue grade separation, then it would limit the build out of Bay Meadows Phase 2. This would limit the commercial development and the residential housing in this transit-oriented development area which is a priority development area for San Mateo. The Bay Meadows Phase 2 effort is a result of seven years of planning in the city of San Mateo. He said the San Mateo Council unanimously supported this and unanimously supported the Caltrain MOU for electrification and advanced signal controls. He said they went to the Metropolitan Transportation Commission (MTC), the California High Speed Rail Authority (CHSRA) and the Caltrain Boards with that support, and are now asking the TA Board to help the city of San Mateo to further its aim. He said this does not result in any change in the current alignments to Caltrain in that area.

Director Foust asked how this would fit with the CFP. Mr. Scanlon said it will have to be worked into the Caltrain Modernization Program. There are three proposed sights for proposed passing tracks: one in the northern section, the middle, and the southern section. The passing tracks in the northernmost area of the middle section would terminate just north of San Mateo's 25<sup>th</sup> Avenue in the Hayward Park area. San Bruno is under construction right now, so San Mateo would likely be at the top of the priority list. He said it is a critical separation at 25<sup>th</sup> Avenue and other benefits would accrue because the city of San Mateo would be bringing its resources for that development.

Rich Hedges, San Mateo, said this is primarily planning and engineering money. He said he wants to make it clear they may be the only project on this line that has private as well as public money in it.

### **CHAIRPERSON'S REPORT – CAROLE GROOM**

None

### **SAMTRANS LIAISON REPORT**

The June 13, 2012 SamTrans report is included in the agenda packet. Director Nagel asked for more information about the Adult Drivers Education Program and when the classes are going to be held. Chair Groom said those are co-sponsored with Supervisor Adrienne Tissier and the San Mateo County Transit District (SamTrans) and she said she will ask someone from Supervisor Tissier's office to contact her.

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

Mr. Scanlon reported on the meeting of August 2, 2012:

- The JPB held a small celebration recognizing members of the State Legislative delegation for their strong support of Caltrain modernization and the HSR funding. Elected officials were in attendance. The JPB vice chair, Ken Yeager, from Santa Clara County, praised Chair Tissier for all that she has done in her role as the Chair of the JPB and the Chair of MTC during the past year.
- Key Caltrain Performance Statistics  
In both May and June, Caltrain set all-time highs in multiple categories.
  - Monthly Performance Statistics – May 2012 compared to May 2011
    - Total Ridership was an all-time high 1.3 million, an increase of 16.7 percent.
    - Average Weekday Ridership was an all-time high 49,000, up 15.3 percent.
    - Total Revenue was an all-time high \$5.7 million, up 23.4 percent
    - On-time Performance was 90.9 percent, an increase from 90.1 percent. Given the crowding on the trains On-time Performance is very difficult. From 0-5 minutes is considered on time which is mostly an industry standard. From 6-10 minutes late Caltrain is up to around 96-97 percent so this performance is attributed to the stress points of the dwells and the crowds.
    - Shuttle Ridership was 7,643, an increase of 10.3 percent.
  - Monthly Performance Statistics – June 2012 compared to June 2011
    - Total Ridership 1.3 million, an increase of 11 percent.
    - Average Weekday Ridership was an all-time high 50,400 up 13.4 percent and the first time Caltrain ever passed the 50,000 mark.
    - Total Revenue was \$5.8 million, up 18.1 percent.
    - On-time Performance was 90.5 percent, an increase from 88 percent.
    - Shuttles Ridership was 7,521, an increase of 8.7 percent.
  - Staff believes the ridership is indicative of job recovery. There were some statistics put out that slated San Jose as the number one fastest growing and recovering market in the country followed closely by San Francisco at number two.
  - Year-to-Date Performance Statistics – June 2012 compared to June 2011
    - Total Ridership was 14.1 million, an increase of 11.5 percent.
    - Average Weekday Ridership 44,200, an increase of 10.8 percent.

- Total Revenue was an all-time high \$59.9 million, up 18.1 percent.
- On-time Performance was 93 percent, an increase from 92.8 percent.
- Shuttle Ridership was 7,195, an increase of 25.6 percent.
- Last year the JPB was looking down the throat of a very serious financial crisis. One proposal was to run 48 daily trains, reduce service, eliminate service on weekends and become just a peak hour weekday only service. The strong leadership of Chair Tissier, several others from the Board, and the community stepped up in a big way to end FY2012 with a number of all-time records in a number of categories is really remarkable. Mr. Scanlon said Caltrain is 20 years old this year and when it started it had 20,000 average daily riders and to hit 50,000 is particularly gratifying.
- The JPB is going to move forward revenues from FY2012 savings into FY2014. For FY2013 the JPB has a balanced budget but for FY2014 there are long-term challenges the JPB must find its way through.
- July changes in fares were basically to entice people to use the Clipper Card.
- Nine SamTrans employees walked 18 miles for the Out of the Darkness Overnight Walk through San Francisco to raise awareness of suicide and exceeded their goal of \$12,000 and were placed in the top 20 of teams registered for their service.
- The Warped Tour on Saturday, June 23, Caltrain carried almost 6,700 additional riders.
- The Earthquake Soccer attracted around 1,600 additional riders.
- Giants games carried an average of 7,322 riders per game in June and year to date is at 365,000, an 11 percent increase over last year.
- On the 4<sup>th</sup> of July, Caltrain provided post firework trains. Nearly 3,000 people rode which is about a 14 percent increase over last year.
- Caltrain is not going to be in a position on the August weekend for the Americas Cup to provide extra service so the JPB will take the same public posturing it took for the 75<sup>th</sup> anniversary for the Golden Gate Bridge. Caltrain told people it was probably not the first choice for transit for that event but Caltrain had a slew of riders and got through it okay. Caltrain will put out everything it has but it doesn't have much left because everything is committed.
- The San Bruno Grade Separation Project is going well but had challenging work over the weekend placing six girders which required temporarily closing some roads.
- The Safety and Security Report was combined for May and June.
- Mr. Scanlon said Executive Officer, Planning and Development Marian Lee did an outstanding job on bringing people up to date on funding, the work she is doing with the various stakeholders in the cities regarding the 2019 date for Caltrain electrification and the signaling upgrades including the Positive Train Control (PTC), and the longer-term vision for when HSR would be introduced into the corridors in 2029. Mr. Scanlon said Caltrain will try to beat those dates.
- The Fuel Hedge Program locked in prices at \$2.80 which is very favorable.
- The JPB:
  - Authorized, approved, and ratified the insurance program at the total premium cost not to exceed \$3,408,388 which is higher than last year but within budget.
  - Authorized the rejection of all proposals for providing General Engineering Consultant design services and design review services because of concern that one of the proposers thought there were irregularities in the process. Caltrain did a thorough investigation and found no substantive issue but recommended that starting over was

in everyone's best interest because Caltrain feels that even the slightest appearance of irregularities is cause for alarm. Caltrain is serious about following protocols and processes. The Board approved the recommendation but asked Caltrain to try to expedite the timing which seemed to partly satisfy at least one of the proposers.

- Received a request from Director Tom Nolan to agendaize the JPB's support for the Central Subway Project in City and County of San Francisco.
- Had a closed session to provide background on existing litigation and authorizing settlement of existing litigation. The JPB authorized Mr. Scanlon to pay an additional \$130,000 over the current authority to dispose of a case involving complications in some of the San Mateo bridges in order to make them safer from earthquakes. The drilling company experienced some major delays and problems because the initial core borings did not reveal some of the conditions that were there.

Director Matsumoto asked if more railcars have been added or if the schedules have been adjusted in order to accommodate the growth in ridership. Mr. Scanlon said Caltrain has no railcars to add but they do have a new contract operator which has management personnel standing by to provide service.

Deputy CEO Chuck Harvey said Transit America Services, Inc. (TASI) took over service on May 26 and a few of the employees flowed back to Amtrak so Caltrain has been running with a very minimal crew level. TASI is certifying engineers to fill in. Despite this, Caltrain has not annulled a single train. Caltrain doesn't have any more trains and can't afford to operate any more trains except for a few places. In the afternoon peak period, Caltrain has room to add two trains to relieve some of the overcrowding. As customers shift slightly out of the middle of the peak, Caltrain sees the shoulder trains getting more and more full so the JPB will add more shoulder trains and stops at Palo Alto and possibly Sunnyvale. This will go into effect on October 1 if TASI can get the operating crew in place. Caltrain will measure how the crowds react to the changes. They won't be big changes but might be enough to help overcome this issue.

Director Sepi Richardson asked what the insurance premium costs the JPB. Mr. Scanlon said it is \$3.4 million. Director Richardson asked if it was property and liability. Mr. Scanlon said there is a \$2 million deductible then the JPB pays up to \$200 million on its own, and the contractor covers from \$200-\$300 million on liability on the railroad. Director Richardson asked if it includes errors and omissions. Mr. Scanlon said yes. Director Richardson asked who the insurance company is. Mr. Scanlon said the JPB has a broker and it is layered. Deputy CEO Gigi Harrington said most of the insurance is placed out of London or Bermuda and are specialized insurance companies that are in the rail marketplace. There are about 10 different vendors that slot into different layers in terms of the type of insurance.

## **REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Scanlon reported:

- The Highway CFP proposals were due June 29. The TA has received 28 applications in the total amount of \$105.5 million dollars. The total amount available for allocation is \$104 million. The funds consist of three different pots of money: one from the original Measure A, the second and third are from Key Congested Areas and the Supplemental

Roadways of the reauthorized Measure A funds. An evaluation panel is reviewing the applications. There will be a meeting of a special subcommittee in late August to review draft recommendations. The TA's intent is to bring draft recommendations, subject to the committee's concurrence, back to the Board as an information item in September then ask for action in October.

- Auxiliary lane construction from University Avenue down to Embarcadero started the first week of July to be completed by December this year. The University segment was completed in June.

## **FINANCE**

### **Authorize Approval of Local Shuttle Programming and Allocation of \$116,302 in New Measure A Funds From the Local Shuttle Program Category for Fiscal Years 2013 and 2014 for the City of Pacifica's Community Weekend Shuttle**

Project Manager Aidan Hughes said last June the Board approved funding 33 shuttles and 3 applications were not funded at that time pending further study. Since that time, the city of Pacifica has revised its shuttle application and the TA and C/CAG staff have reviewed the revised application, confirmed the modified route and schedule do not unduly overlap with the SamTrans fixed-route service and would be consistent with the TA shuttle program practices. He said staff recommends the Board approve the city of Pacifica's funding application for its Weekend Community Shuttle Program.

## **PUBLIC COMMENT**

Van Ocampo, Pacifica, said he wanted to express his appreciation for the TA Board's continued support for Pacifica and other city projects.

The motion (Horsley/Patridge) to authorize approval of local shuttle programming and allocation of \$116,302 in New Measure A funds from the Local Shuttle Program Category for FY2013 and FY2014 for the city of Pacifica's Community Weekend Shuttle was approved.

Director Nagel said \$1.6 million is left in the pot and asked if there would be a surplus. Mr. Hughes said yes, this CFP was still undersubscribed by a small amount because the TA was carrying forward a large amount from the previous call. The trend is in the future this program will be oversubscribed and more competitive. Director Nagel asked if a compelling shuttle project came up in the interim would be considered. Mr. Hughes said no but there is an opportunity under the measure to apply for special circumstances, but the TA is not making any specific call for additional shuttle projects. Mr. Scanlon said the TA expects this money to stay and be used for the next CFP, but in the strategic plan the Board has retained the ability to make an exception if needed. Chair Groom said it is an equity issue to make sure it is fair to all the cities.

**Authorize Approval of the Allocation of \$11,678,056 in New Measure A Funds to the San Mateo County Transit District for Application Toward its Share of Caltrain's Fiscal Year 2013 Capital and Operating Budgets and to Support its Fiscal Year 2013 Paratransit Program**

Eva Goode, Manager of Budgets said \$3.9 million is for San Mateo County's share of the Caltrain Capital Budget, \$5.2 million for the Operating Budget, and \$2.6 million for the District's paratransit program.

The motion (Foust/Horsley) to authorize approval of the allocation of \$11,678,056 in New Measure A funds to the San Mateo County Transit District for application towards its share of Caltrain's FY2013 Capital and Operating budgets and to support its FY2013 paratransit program was approved.

**PROGRAM**

**Alternative Congestion Relief Program: Smart Corridor**

C/CAG Executive Director Rich Napier said this program is called Smart Corridor because when there is an incident on the highway, people get off anywhere they can and get lost in city streets and jam things up, and this program is to try to flush traffic out. It is not to divert traffic into the local streets from the highway. The project goes from Interstate 380 to the Oregon Expressway in Palo Alto and major arterials between El Camino Real and Highway 101. He said the project uses sensors, information signs, and routing signs. He said the idea is to set up a particular route for traffic to flow and optimize the signal timing along that route to get the traffic moving out of an area. He said every route was walked by the C/CAG engineering staff to decide where the best place would be to put up some of the signs, signals and cameras. The project received additional funds to go to the Santa Clara County line and went a little farther to reach the Oregon Expressway. He said this is a project the TA has been very engaged in. The MTC and California Transportation Commission (CTC) also provided funding. He said the CTC was extremely supportive. The project funding is highly leveraged with \$6 million of local money for a \$38 million project.

Mr. Napier said the project has several functions. One is to control traffic from major incidents. In order to trigger the program, an incident has to cause the highway to shut down for over four hours which happens about 0.2 percent of the time. He said during normal operations, the cities will be able to sit at their computers and look at what is going on using the cameras in their area and remotely change all the signal timing if they so wish, whereas before they would have to go out to the signal and do it locally.

He said a big part of the project is running fiber optic all the way back to Oakland and connect up with the Bay Area Rapid Transit (BART) fiber in Millbrae providing real time access to the traffic video.

Mr. Napier said the benefits include alternate route with timing optimized for incidents, local event management which will be handled by the cities themselves, and upgraded local signal controllers along those routes. He said if SamTrans wanted to go to a signal preemption system the ability is there and all SamTrans would need to do is put in a receiver card and it will be ready to be used, so this will significantly reduce the cost when SamTrans activates that feature.

He said right now it is being built. The local streets will be under contract within six weeks and the final contract will be underway by the end of the year, so it is getting close to implementation. He said construction will be finished in 2013 and 2014 but there will be a lot of integration and system control left to do. He said this is not a fully automated system. It requires decisions by individuals at the Control Center. The key teammates working together to improve the mobility in California are C/CAG, TA, Caltrans, MTC, and CTC.

Director Richardson said there have been a lot of reports of problems with sensors that Caltrans uses and asked if these are going to be the same sensors or if they are by the same manufacturer. Mr. Napier said all the sensors will be new and there is an array of sensor types.

Director Nagel said this is not fully automated and asked who is monitoring the system. Mr. Napier said a sensor does not detect a problem and automatically change signals. He said what will be automated is setting up routes and establishing the flush plan, but during an incident a controller in Oakland will have to look at the situation and decide which plan to use. The controller will monitor the situation using the cameras and make adjustments as needed. Director Nagel asked what local cities can control on a daily basis. She asked if a city notices an accident on El Camino Real if they could activate the system. Mr. Napier said Caltrans controls El Camino Real and the cities control the local roads but if they want to establish control during a less severe incident on El Camino they may be able to establish an agreement with Caltrans.

Director Nagel asked if there will be signs on highway. Mr. Napier said cities would not have signed the agreement if traffic was purposely routed off the highway during an incident. He said when there is a major incident the highway will display signs far in advance of the incident diverting traffic to other highways, but this plan will be only to deal with traffic that spills out into the city streets.

Director Matsumoto asked if the traffic will be primarily routed to El Camino. Mr. Napier said yes. Director Matsumoto asked if Caltrans will be monitoring the traffic signals. Mr. Napier said during an incident Caltrans has control over the designated local streets as well as El Camino. Caltrans will first try to get the traffic through El Camino but if that blocks up then they will try some parallel routes in both directions on either side of the incident.

Director Matsumoto asked if Caltrans will direct South San Francisco traffic. Mr. Napier said no because this plan covers the areas closest to El Camino Real and Highway 101 south of Interstate 380, but someday this plan will extend north of Interstate 380.

Mr. Horsley asked if the Oakland Control Center takes precedent over the San Mateo hub. Mr. Napier said hub is an electrical term indicating the place through which data is transmitted. There is not a physical hub with a person managing the traffic in San Mateo; that is all done in Oakland.

Director Foust said she wants to take responsibility for getting the message out to her constituents. She said there are cities this directly affects, but it really affects all of the communities and there's a positive message from a Public Relations perspective that the

Bay Area is a leader in California for this type of technology and the reason El Camino Real is going to be under construction in certain areas is to improve mobility in the long run. She said they should think about how they can get the message out through their councils or their chambers through regional economic development associations. She said they should announce to the business community they are trying to make their mobility better and tell them what the TA is doing, why, what the benefits will be, and to tell the residents where their tax dollars are going. She said to get some of the local newspapers to pick up good stuff the TA is doing. She said she thought Executive Officer, Public Affairs Mark Simon could have someone talk about this on Peninsula TV. Mr. Napier said the TA and C/CAG does need to have outreach as it relates to this. He said when there's an incident there are names with telephone numbers or email addresses to alert the right people that an incident has occurred.

### **Update on State and Federal Legislative Program**

#### State

Director, Government and Community Affairs Seamus Murphy said the big news at the State level was the approval of the funding for the Caltrain Modernization Program, which is State Bill 1029. He said the bill includes about half of the funding needed. The rest is matched by the funding plan the TA Board approved. He said there are several additional steps that need to happen before funding is available for the project. He said the next step on the Legislative side is advocating for the sale of the bonds and the allocation of that revenue to the Proposition 1A Program including Caltrain Modernization.

#### Federal

Mr. Murphy said Congress passed a surface transportation authorization bill called Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). He said it lends some reliability to transit agencies that want to do some long-term planning and want to provide the existing funding levels through FY2014. He said it also includes some significant structural and policy changes.

Overall, it diverts some discretionary programs and converts them into formula programs like the Bus and Bus Facilities Program from which SamTrans and Caltrain both receive benefits. It also guarantees the State will receive 95 percent of the revenue they send to Washington in the form of gas taxes back for statewide programs and local programs. He said the Federal loan program known as the Transportation Infrastructure Finance and Innovation Act (TIFIA) was largely expanded. This was a loan for highway, transit, and rail projects. He said it was traditionally \$120 million per year but now it will be \$1.75 billion over two years so there will be considerable interest in that program. He said the Secretary of Transportation recently announced this funding will be available and asked prospective projects get in line with Letters of Intent on a first come, first served basis for those loans. He said the New Starts Program was expanded to include the renovation of existing transit systems. It was previously only available for transit expansion projects. One caveat is the renovation of the project must result in a 10 percent capacity increase in order to be eligible.

He said the bill left out some things transportation agencies advocated for. He said the big one was authorization of the Rail Title which is what the CAC Chair mentioned earlier. The Rail Title was authorized in PRIIA before Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expired so the authorization still exists and is

authorized through the end of September next year. However, it will need to be reauthorized in order for the HSR program and Amtrak to receive authorization. One other issue they will probably address is the PTC mandate. MAP-21 would allow agencies to apply for three one-year extensions to the PTC mandate but the Conference Committee took that out of the bill. When they do reauthorize PRIIA he said he expects the issue will come up again. He said MAP-21 also doesn't address the tax benefit parity between drivers and transit users. Right now drivers are eligible for a \$240 per month pretax benefit and transit users are only eligible for a \$125 per month pretax benefit. He said they were equal for a while after the approval of the Recovery Act but then the transit benefit expired and hasn't been brought back up to the same level. Today the Senate Finance Committee marked up the yearly tax extenders package and it included raising the benefit for commuters back up to the level drivers receive so advocates will have to push for that benefit to go up through the House and get signed by the President.

Mr. Murphy said there are some multimodal discretionary programs that received some cuts under MAP-21. One is the Bike and Pedestrian Program called Transportation Enhancements. The funding levels are the same but the program is required to cover a broader spectrum of efforts that were included as separate programs under SAFETEA-LU so it is diluted resulting in a 34 percent cut for bike and pedestrian projects. The MTC is working on changes at the State level that would help bring those levels back up for the Bay Area and they feel confident that they will be able to do something to lessen the effects of those cuts.

Mr. Murphy said the other issue that needs to be resolved is the overall funding challenge faced in Washington. MAP-21 authorization levels are available this fiscal year because MAP-21 includes a transfer of \$19 billion from the General Fund to fund transportation programs. The gas tax alone won't cover the authorization levels under MAP-21 and won't cover authorization levels in FY2014 either so MAP-21 will require another transfer from the General Fund or additional supplemental revenue of some kind. Transit agencies will continue to advocate for the full appropriation of the authorized funding that congress approved.

Even with those deficiencies this is a great step for local transportation agencies and will allow them to plan with more reliability for the next two years. He said Senator Barbara Boxer is to be commended and deserves a lot of credit for getting this pushed through.

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

None

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

No discussion

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

September 6, 2012 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> floor, 1250 San Carlos Avenue, San Carlos CA 94070.

**REPORT OF LEGAL COUNSEL**

Legal Counsel Joan Cassman said this will be a continuation of what was discussed at the June Board meeting for real estate negotiations regarding the Broadway Interchange Project in Burlingame, CA.

Closed Session: Real Estate Negotiations – Pursuant to Government Code 54956.8:  
 Agency Negotiators: David J. Miller and Brian Fitzpatrick  
 Under Negotiation: Price and Terms of Purchase

<b>APN</b>	<b>State Parcel No.</b>	<b>Grantor</b>	<b>Address</b>	<b>Relocation</b>
026-112-140	62629	HMC Burlingame Hotel LLC	1333 Bayshore Highway Burlingame, CA	N
026-141-020	62631	99 Old Bayshore LLC	1299 Bayshore Highway Burlingame, CA	N
026-142-110 & 026-142-070	62632	Fox Investments GP	1288 & 1290 Bayshore Highway San Mateo, CA	N
026-142-080	62633	1250 Bayshore Highway LLC	1250 Bayshore Highway Burlingame, CA	N
026-142-090	62634	Pritam Sing & Jean D. Sabharwal	1240 Bayshore Highway Burlingame, CA	N
026-142-020 & 026-142-030	62635	Robert Paul Wadell Jr. & Angela Kathie Bramble Trust	Vacant Land on Bayshore Highway Burlingame, CA	N
026-142-130	62636	NorthWest Dealerco HoldingsLLC	1200 Bayshore Highway Burlingame, CA	Y
026-134-090	62638	Kathleen M. Dore Trust	1250 Rollins Road Burlingame, CA	N
026-134-030	62639	Robert Nerli	1320 Marsten Road Burlingame, CA	N
026-134-160	62640	Kathleen L. Lyons, Successor Trustee	1222 Rollins Road Burlingame, CA	N
026-134-080	62641	CSE Investments II LLC	1212 Rollins Road Burlingame, CA	Y
026-290-310	62642	CRP BAHF SFO, LLC	1177 Airport Boulevard Burlingame, CA	N
026-131-180	62644	N & S Cristafi Family Limited Partnership	1271 Whitehorn Way Burlingame, CA	N
026-131-100	62645	Marc Andre Rochette, Trustee for Rochette Family Trust	1213 Rollins Road Burlingame, CA	N
026-131-170	62646	Linda Feng Min Sun & Jennifer Hsu Partnership	1000 Broadway Burlingame, CA	N
Total of All Parcels	15			

Meeting adjourned to closed session at 6:08 p.m.

Meeting reconvened to open session at 6:18 p.m.

Ms. Cassman said the Board has given direction and legal authority to the staff regarding these parcels.

Meeting adjourned at 6:18 p.m.