

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

**MINUTES OF OCTOBER 4, 2012**

**MEMBERS PRESENT:** R. Foust, C. Groom, K. Matsumoto, T. Nagel, N. Patridge,  
S. Richardson

**MEMBERS ABSENT:** D. Horsley

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

Chair Carole Groom called the meeting to order at 5:03 p.m. and led the Pledge of Allegiance.

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

CAC Chair Barbara Arietta reported on the October 2 meeting. The CAC:

- Supported the approval of the 23 highway projects and allocation and/or programming of \$82.71 million in Original and New Measure A funds.
- Supported the authorization of the amendment to the Fiscal Year (FY) 2013 budget by \$308,000 and entering into a funding agreement with Metropolitan Transportation Commission (MTC) for the U.S. Highway 101 Ramp Metering Project.
- Supported the authorization of the amendment to the FY2013 budget and allocation of \$3 million in Measure A funds for Caltrain's Communications-based Overlay Signal System (CBOSS)/Positive Train Control (PTC) Project.
- Received a State and Legislative update.
- Supported the acceptance of the statement of revenues and expenditures for August 2012.
- Extended best wishes to Rich Napier.

**CONSENT CALENDAR**

- a. Approval of Minutes of September 6, 2012
- b. Acceptance of Statement of Revenues and Expenditures for August 2012

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

**RESOLUTION OF APPRECIATION FOR RICH NAPIER, EXECUTIVE DIRECTOR,  
CITY/COUNTY ASSOCIATION OF GOVERNMENTS (C/CAG)**

Chair Groom presented a resolution of appreciation to Mr. Napier upon his retirement as Executive Director of the City/County Association of Governments. The Board members each complimented Mr. Napier and bid him farewell.

Mr. Napier thanked the Board and said he was humbled by the Board's comments and the resolution.

A motion (Richardson/Nagel) to approve the resolution was passed.

**Public Comment**

Jim Bigelow, C/CAG/Congestion Management and Environmental Quality Committee, Redwood City/ San Mateo County Chamber of Commerce and Menlo Park Chamber of Commerce, said Mr. Napier helps to make sure projects are always ready to go and are available when funding becomes available, and with Mr. Napier's help the county is able to be first in introducing new programs.

**PUBLIC COMMENT**

William Leo Leon, Pacifica, said the project development team needs to pursue alternatives to the widening of Highway 1. He said the two proposals that currently exist fall short of achieving efficiency and value for the money. He read a letter from the Coastal Commission to Caltrans that listed several possible alternatives. He said he would like to try lower-cost alternatives first.

Bill Collins, Pacifica, said the public has had three opportunities to comment on the Highway 1 Project and most people were opposed to the widening. He said this project is very controversial in Pacifica. He said most vehicles at rush hour only carry one person, but carpooling was not mentioned as an alternative. The public is asking for the study of alternatives such as carpooling, which could be done faster and cheaper. He said if the highway is widened, lanes will be closed during construction, which would only add to the congestion.

Pete Shoemaker, Pacifica, said he is the Chair of Pacificans for Highway 1 Alternatives, which consists of several mature and experienced people who have read the documentation on this project and cannot understand the process, who responds to whom, or whose authority is where. The process is confusing, and responses to inquiries are bureaucratic. He said the process is broken and needs to be fixed in order to have intelligent, professional dialogue.

Hal Bohner, Pacifica, said he would like the TA to consider alternatives to the widening of Highway 1. He said the \$4 million proposed for the design of the widening is a bad use of money because the city of Pacifica is opposed to the widening. He said none of the potential city council candidates support the widening. He sent a letter to the TA with this information.

Greg Conlon, Atherton Rail Committee, said the committee is concerned about the hold-out station incident in South San Francisco. He said Atherton is just as vulnerable and a project to remove the hold-out station already exists but has been on hold for years. There is no reason for the project to be on hold.

Greg Greenway, Redwood City/San Mateo County Chamber of Commerce, said the chamber represents 1,000 businesses with 45,000 employees, most of whom are commuters. He said it is important for Caltrain Modernization to move forward and he offered his support for the program.

Stacey Wagner, Chair of Redwood City/San Mateo County Chamber of Commerce, said she supports the \$8.9 million in funding for the Woodside Road/Highway 101 interchange.

Margaret Goodale, Pacifica, said Pacificans were not given choices regarding the Highway 1 widening project. She said the city has not been informed of the alternatives or why alternatives were not selected. She said the projects will not bring in local jobs.

Stan Zeavin, Pacifica, said \$60 million for a traffic tie-up is excessive and there are at least 10 alternatives that have not been considered, and they should be looked at by an independent study. He said five years of traffic tie-ups to widen the highway is excessive and there will be a huge amount of pollution since winds blow off from the ocean and will spread the noise, dirt, particulate matter and gasses from construction into residential areas.

Mary Keitelman, Pacifica, said no alternatives were studied for the Highway 1 project. The alternatives are cheaper and quicker. She said it is a waste of money. She said the project would devastate the business community.

George Burgess, President of Belmont Chamber of Commerce, said there is major congestion on the Ralston Avenue corridor between Highway 101 and Route 92. He said this is a multi-city problem since it is the only east/west road between Woodside Road and Hillsdale Boulevard. He urges the Board to approve the \$120,000 Ralston study.

Jim Bigelow, Belmont, said Belmont applied for the Ralston study and the traffic in the peak hours is very heavy and getting heavier. He said he encourages the Board to consider the Ralston study.

Greg Greenway, Executive Director of the Seaport Industrial Association, said he supports the staff recommendation around Woodside Road because that area serves the port and the seaport area. He said it is critical for the project to move forward.

Afshin Oskoui, Public Works Director for Belmont, said he is speaking on behalf of the mayor of Belmont to request the Ralston corridor study be considered for funding. The main goal is to clear up future traffic congestion. He said there are between 25,000 and 38,000 trips per day on a two- to four-lane road. He said Ralston Avenue is used for all modes of transportation and there are bottlenecks on the corridor and traffic relief is needed.

Mark Stechbart, Pacifica Chamber of Commerce, said the Chamber supports the Highway 1 widening and funding. He said Highway 1 is a regional arterial, is currently dangerous, and causes delays. He gave a letter to the Board from Half Moon Bay to Caltrans supporting the issue that affects thousands of people every day resulting in thousands of lost man-hours per week. Emergency vehicles are routinely delayed, and the highway is the only way out of town. He said all the alternatives have been discussed over the last 20 years and over the last 15 years the situation has gotten worse. He said if any of the alternative solutions were adopted the problem would have been solved but at this point widening is the only equitable solution and will enforce environmental protections because of established law. He said air quality would be measurably improved if thousands of people were not stuck in the traffic.

Gilbert Anda, Pacifica, said his family owns property that would be bought if the widening on Highway 1 went forward. He said he has been stuck in traffic when an ambulance was trying to

get through. He said most of the proposed alternatives have been addressed and found to be unworkable. He said if an accident is bad enough the highway can be shut down, which would be a disaster. He said if emergency vehicles cannot access accident areas more damage could be done and the lives and property of Pacifica residents would be in jeopardy.

Chair Groom said in light of the comments on the highway projects proposal that comes later in the agenda, the Board will move up agenda item 11a, Approve 23 Highway Projects and Authorize Allocation and/or Programming of \$82.71 Million in Original and New Measure A Funds.

### **APPROVE 23 HIGHWAY PROJECTS AND AUTHORIZE ALLOCATION AND/OR PROGRAMMING OF \$82.71 MILLION IN ORIGINAL AND NEW MEASURE A FUNDS**

Project Manager Aidan Hughes presented:

- The draft recommendations were presented to the TA CAC and the C/CAG Technical Advisory Committee (TAC), the scores were released to the applicants, comments were received, changes have been made to the draft list, and a final recommendations list has been developed.
- Complete Streets is an emerging policy issue that addresses overall movement of people including autos, transit, bicycles, and pedestrians. This concept is not addressed in the Short-range Highway Plan (SRHP) so it was not addressed in scoring the projects. Staff will return to the Board to discuss the need for policy change regarding this issue.
- The Alpine Road/Interstate 280 Bike Lane Striping Project is not included in the recommended list, but the TA, C/CAG, and the California Department of Transportation (Caltrans) have worked together to find funding for the project under a different program.
- The SRHP was adopted by the Board and provided the basis for the evaluation criteria: 45 percent effectiveness, 20 percent readiness, 15 percent need, 10 percent policy consistency, and 10 percent sustainability.
- Once applications and clarifications were received, they were distributed to the seven-member evaluation panel which consisted of five members from the TA, one from Caltrans, and one from the Alameda County Transportation Commission. Each member reviewed and scored the applications independently, then met and reviewed the applications together.
- C/CAG TAC approved the final list with caveats that required the TA to improve and clarify the Call for Project (CFP) process, and the TA and C/CAG to help identify funding for unfunded projects.
- The total recommendation is \$82.71 million and includes the same 23 projects from the draft list with some modifications in the programmed or allocated status and whether funds come from the Original or New Measure A.
- Some projects are being recommended for both the programming and allocation of funds, and others are recommended for programming only, which is when the Board commits to a project and imposes conditions, and allocates the funds only when the conditions are met by the applicant.
- Project types include interchanges, non-freeways, local roadways, and planning projects. Phases include planning/studies, environmental, design, right of way, and construction.

- The proposed Board actions are to program and allocate \$57.62 million and program only \$25.09 million for a total of \$82.71 million.
- The next steps are for the Board to approve the list and programming actions, execute funding agreements, and have a discussion on policies and lessons learned concerning the CFP process.

Director Terry Nagel asked how many alternatives were considered for the Highway 1 project before the final recommendation was made. Executive Director Michael Scanlon said this is not an allocation of funds, it is a programming of funds conditioned on clearing the Environmental Impact Report (EIR) by the project sponsor, the city of Pacifica. Director, Transportation Authority Program Joe Hurley said 11 alternatives to address sustainable congestion relief were reviewed. They are clearly laid out in the EIR and were the subject of a major public meeting in Pacifica in June 2010 during which the effectiveness of the alternatives and the justification to why they were withdrawn were discussed.

Director Nagel asked why the High Occupancy Vehicle (HOV) lane project cost was so high at \$2 million. Mr. Hughes said the money is to study the appropriateness of introducing HOV lanes on Highway 101 through the entire county and it is a significant study in terms of its scope and depth. It is estimated to take about 18 months.

Director Rosanne Foust said the TA is not the project sponsor for the widening project of Highway 1, the city of Pacifica is. She said the alternatives were made public. This funding is only for programming if the Pacifica City Council certifies the EIR, and then the allocation would come to the Board for approval. Mr. Hurley said Caltrans is the lead agency as the owner/operator of the system. They are responsible for the approval of the EIR, but the city of Pacifica has asked for the opportunity to review the EIR before making decisions about advancing to the design phase of the project. When Caltrans approves the document, it will be presented to the city of Pacifica. Pacifica would have to approve the EIR and send it to the TA to go to the next step.

Director Karyl Matsumoto asked if the TA was the place to discuss correcting bad driving habits or implementing an HOV lane during rush hour. Mr. Hughes said for this program the role of the TA is to accept the applications, evaluate them based on the criteria established by the Board, and then allocate funding accordingly. He said it is not role of TA to design or plan the projects, but simply to assess merit against the adopted criteria.

Chair Groom asked why the funding is being allocated for program and design when the EIR has not been cleared. Legal Counsel David Miller said programming prevents the funding from going away when it meets the criteria for funding as established by the TA. Chair Groom said no money will be spent at this time, just set aside for the program. Mr. Scanlon said the allocation of funding will come back to the Board for approval.

Director Naomi Patridge said the TA does not have final say in this project. The TA is just reserving the money and it is up to Caltrans and Pacifica to iron out their concerns about alternatives and design and to clear the EIR. The project is not getting any money to spend until

this whole process is completed. Mr. Scanlon said this project has been discussed since the Original Measure A was approved in 1988.

Director Foust said it bothers her that the Board is having a very good discussion about this project and the members of the public who came from Pacifica to make comments about it have already left, except for one person. She said staff and the Board are trying to explain what their role is and what other peoples' roles are. She said people come express their opinions, but when the Board is trying to do their job and follow the rules and regulations, the people who made comments won't stay to listen for a few minutes.

Director Sepi Richardson said the same thing happens in Brisbane. She said she is aware of the enormous amounts of work that go into these types of projects and the large number of stakeholders who work together, and it is hard to have a few people come in to make noise and say they don't support a project without understanding the project or wanting to understand it.

Chair Groom asked why the Belmont project for \$120,000 was turned down. Mr. Hughes said the project scored poorly against need and readiness, and it did not make best use of the TA funding. He said this is one project where Complete Streets is relevant and the Belmont project emphasized support for bicycle and pedestrian movement along with the overall improvement to the Ralston Corridor. Since Complete Streets was not part of the criteria staff was required to use, it was a factor in the low scoring in this instance.

Chair Groom said there is a need to review Ralston Avenue and she would like staff to look at the project to see how the application can be focused back to the existing criteria for this CFP. Mr. Scanlon said Complete Streets will likely be a criterion in the next CFP and would help this project to score better. Mr. Hughes said the next CFP will be scheduled for spring of 2013. Chair Groom asked if this project can be programmed but not allocated.

Director Patridge said it is not fair to communities to amend the list with projects that did not meet the criteria because that makes it available for other projects to attempt to do this as well. She said the TA should stick with the criteria. She said Complete Streets concept has not been spelled out by the MTC and it is not clear at this time.

Director Nagel said it is a good idea for Belmont to wait for the next CFP. She said she has heard angst that these projects don't meet the Complete Streets but she is confident staff will address that issue in the next CFP.

Director Foust said she agrees that Ralston Avenue needs to be addressed but not with this CFP since it did not meet the criteria.

Director Groom asked Mr. Hurley to work with Belmont to help them with their application for the next CFP.

A motion (Richardson/Nagel) to approve the allocation and/or programming of 23 highway projects was approved.

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

Chair Groom said Walmart.com is interested in San Mateo County and wants to learn about the TA. She said she attended the California Transportation Commission (CTC) meeting in Burlingame and it was an amazing experience.

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

No discussion

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

Executive Director Michael Scanlon reported:

- Congresswoman Anna Eshoo and Senator Leland Yee received thanks from the JPB for their role in the blended system and Caltrain Modernization.
- Caltrain has experienced several difficulties over the last few weeks that included mechanical failures, accidents, and an officer involved shooting.
- Over August FY2012, Caltrain ridership was up 7.8 percent, average weekday ridership was up 7.6 percent, revenue was up 12.1 percent, on-time performance was 93.3 percent, and shuttles were up 23.5 percent.
- The JPB co-hosted the CTC meeting with C/CAG on September 26 and they did well in getting funding for the PTC system, San Mateo bridges, and the Smart Corridor Program.
- The additional trains began service on October 1.
- The upcoming weekend will be very busy due to a large number of events in the area.
- Executive Officer, Caltrain Modernization Program Marian Lee updated the Board on fund sharing for CBOSS and the EIR.
- A Resolution of Appreciation was presented to Mr. Napier.
- A lease amendment was approved for a warehouse in Menlo Park.

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

Mr. Scanlon reported:

- The CTC meeting resulted in \$40 million for CBOSS, \$9 million for San Mateo County bridges, and \$7.5 million for the Smart Corridor Program.
- The Broadway interchange will have a City of Trees theme in the landscaping design.
- Scoping meetings, the first step in the environmental process, for the Highway 101/Willow Road interchange will be held in Menlo Park on October 17 and East Palo Alto on October 24.

### **FINANCE**

#### **Authorize Amendment to the Fiscal Year 2013 Budget by \$308,000 and Enter into a Funding Agreement with Metropolitan Transportation Commission for the U.S. Highway 101 Ramp Metering Project**

Manager of Budgets Eva Goode said this is for adding highway ramp meters to the northern half of the county.

Director Nagel asked how many ramps will be considered for meters. Mr. Hurley said there are approximately 16 northbound and 17 southbound locations between Route 92 and the San Francisco County line.

A motion (Foust/Nagel) to approve the budget amendment and enter into an agreement was approved.

**Authorize Amendment to the Fiscal Year 2013 Budget and Allocation of \$3 Million in Measure A Funds for Caltrain's Communications-based Overlay Signal System/Positive Train Control Project**

Ms. Goode said this is the first portion of the \$60 million total that the TA committed to the CBOSS/PTC project. This portion is going to PTC and is bundled with electrification in the Early Investment Program.

A motion (Richardson/Foust) to approve the amendment and allocate funds was approved.

**PROGRAM**

**Update on State and Federal Legislative Program**

Director, Government and Community Affairs Seamus Murphy, said:

The governor signed Senate Bill (SB) 1339 authorizing the MTC and the Bay Area Air Quality Management District to establish a pilot program for employers with 50 or more employees to participate in the Federal Transit Commute Benefits Program.

Caltrans used to charge local agencies when asked to approve any project study reports, planning documents, or reviews. A bill was passed to help make this process more efficient and less costly for the local agencies.

The governor has identified up to \$1 billion in potential revenue from the cap-and-trade process and auction taking place later this year. There will be extensive competition for those funds. Public transportation is eligible for the funds, and staff will be working to advocate for public transportation to receive its fair share.

Director Nagel said SB 1339 was what C/CAG adopted with a 100 employee threshold and now the State made it a 50 employee threshold.

**REQUESTS FROM THE AUTHORITY**

Director Patridge thanked the SamTrans Board for sending a representative to a council meeting to go over Routes 17 and 294.

**WRITTEN COMMUNICATIONS TO THE AUTHORITY**

No discussion

**REPORT OF LEGAL COUNSEL**

None

**DATE AND PLACE OF NEXT MEETING**

November 1, 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

Meeting adjourned at 6:48 p.m.