

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

**MINUTES OF NOVEMBER 5, 2015**

**MEMBERS PRESENT:** D. Canepa, D. Horsley, C. Johnson, K. Matsumoto (Chair), T. Nagel

**MEMBERS ABSENT:** C. Groom, M.A. Nihart

**STAFF PRESENT:** J. Averill, S. Bhatnagar, J. Cassman, A. Chan, G. Harrington,  
J. Hartnett, C. Harvey, J. Hurley, L. Larano, M. Martinez,  
N. McKenna, S. Murphy, M. Simon, J. Slavitt, S. van Hoften

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

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

Barbara Arietta, CAC Chair, reported on the meeting of October 3, 2015 (see attached).

**APPROVAL OF CONSENT CALENDAR**

- a) Approval of Minutes of October 1, 2015
- b) Approval of 2016 Board of Directors Meeting Calendar
- c) Acceptance of Statement of Revenues and Expenditures for September 2015

Motion/Second: Horsley/Canepa

Ayes: Canepa, Horsley, Johnson, Nagel, Matsumoto

Absent: Groom, Nihart

**RECEIVE AND FILE THE SEMI-ANNUAL MEASURE A PROGRAM STATUS REPORT**

Public Comment

Pat Giorni, Burlingame, asked to pull this for consideration until after the 2015 Highway Program Call for Projects is discussed in case action is taken to get the pedestrian overcrossing at Holly Street incorporated into the funding.

Joan Cassman, Legal Counsel, said this item is giving a report of the first six months of the year and has no application to the action of the Holly Street item.

Motion to receive and file the Semi-annual Measure A Program Status Report.

Motion/Second: Nagel/Canepa

Ayes: Canepa, Horsley, Johnson, Nagel, Matsumoto

Absent: Groom, Nihart

**PUBLIC COMMENT**

Andrew Boone, East Palo Alto, said he is concerned about investments made into expanding roadways and ways to put more cars through per hour as a way to reduce congestion. Expanding roadways does not reduce traffic. Hundreds of millions of dollars are being spent on something that does not work. The county needs a serious plan to make alternatives to driving cars function. Buses are slow, there are few routes, ridership is half of what it was, and bicycling is not safe.

Pat Giorni, Burlingame, asked if the San Mateo County Board of Supervisors have a Measure A discretionary fund. She asked if the pedestrian overcrossing at Holly Street is a true bridge structure or a Class 1 bicycle path crossing. She asked if the Shuttle Call for Projects that is coming up is a joint call with the City/County Association of Governments (C/CAG).

### **CHAIRPERSON'S REPORT**

Chair Matsumoto said the Highway Capital Improvement Program (CIP) ad hoc committee met to discuss the concerns about not funding the Holly Street overcrossing and the Manor Drive improvements. The ad hoc committee will address this under the item later in this meeting.

### **SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT – K. MATSUMOTO**

The November 4 report is in the reading file.

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

The November 5 report is in the reading file.

Director Nagel asked for more information about the Dumbarton corridor study. Jim Hartnett, Executive Director, said staff is in the process of discussing and attempting to conclude an arrangement whereby Facebook would provide \$1 million to conduct a study on the Dumbarton Transportation Corridor. Various transportation alternatives would be studied on the bridge and the west side of the corridor.

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

April Chan, Chief Officer, Planning, Grants, and the TA, said:

- Highway 101/Broadway Interchange Reconstruction Project: There have been recent issues with the traffic signal associated along a stretch of the roadway. The city of Burlingame and the California Department of Transportation (Caltrans) have been working to resolve that issue. TA staff will continue to monitor it.
- San Pedro Creek Bridge Replacement Project: Construction has been completed within the required timeline. The construction window closed October 15. Now some minor punch list items on the project are being concluded.
- Dumbarton Rail Project: Staff reported to this Board in May that the rail project had to be concluded because there was no funding to complete the environmental review process. With the funds from Facebook, the TA can begin this study. Staff will come back with more details at a later date.

Director David Canepa asked what the TA's total contribution was to the San Pedro Creek project and the total project cost. Joe Hurley, Director, TA Program, said the TA contributed about \$9 million. The accounting has not yet closed, but the total project cost will be about \$13 million.

## **FINANCE**

### **Authorize Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended September 30, 2015**

Monique Spyke, Public Financial Management Group (PFM), said treasury yields moved up and down in response to various factors. PFM has managed the TA's portfolio by avoiding intermarket volatility. The goal has been to extend the average maturity of the portfolio closer to the performance benchmark. As the market expected the Federal Open Market Committee to raise rates, the yields increased, but by the end of quarter, the Federal Reserve did not raise rates so yields fell. At the end of the quarter, because the TA's portfolio was short on averages in the benchmark, the quarter ended with a duration of 1.24 years for the portfolio versus the 2.22 years for the benchmark. PFM's strategy is to increase the duration over time. PFM's market view continues to be that the U.S. economy will continue to expand. The Federal Open Market Committee has indicated that global economic events will impact their decision to raise rates or not in December. PFM will take advantage of any increases in the yield.

Motion/Second: Johnson/Horsley

Ayes: Canepa, Horsley, Johnson, Nagel, Matsumoto

Absent: Groom, Nihart

## **PROGRAM**

### **2015 Highway Program Call for Projects (CFP) (October 1, 2015 Meeting Follow-Up)**

Ms. Chan said at the October 1 Board meeting, the Board approved the 2015 Highway Program CFP recommendations from staff, but asked for clarifications on the evaluation results on the State Route 1/Manor Drive project and the legality of funding with highway program funds the separate bike/pedestrian overcrossing at the U.S. Highway 101/Holly Street Interchange in San Carlos.

Ms. Chan said the Manor Drive project is listed as a Key Congested Area (KCA) in the Transportation Expenditure Plan (TEP). Regardless whether a project is listed in the TEP, it still needs to go through evaluation criteria. The project was evaluated, but it did not score as well as the projects from tiers 1 and 2 in cost effectiveness, fund leverage or project readiness. The city of Pacifica proposed another component with this project, which did include funding, but this component did not include funding. The Board had asked if KCA projects should be guaranteed funding. Due to the funding availability of the program, the TA must look at the merit of project before recommending funding. Another concern raised was whether geographic equity should be considered. Geographic equity is not considered for every cycle, but is considered over the life of the highway program. During Cycle 1 in 2012, the Coastside region received \$23 million or 26 percent of the funding awarded in that cycle.

Ms. Chan said staff did not recommend funding for the bike/pedestrian overcrossing at the U.S. Highway 101/Holly Street Interchange. The CFP material clearly stated that the TA cannot fund separate bike/pedestrian overcrossings. Cities were aware of that restriction. Staff looked at the intent of voters, and for the 2004 Measure A Program, separate funding programs for highway and bike/pedestrian projects were set up. Three percent was set aside for bike/pedestrian projects. In that category, overcrossing projects were listed. Since there were specific rules about what should and can be

funded, staff did not include a funding recommendation for this project. There was a concern as to whether or not it meets the complete streets criteria. The interchange itself as proposed by the city of San Carlos includes added sidewalks, bike lanes on both sides of the overpass, and reconfigured on and off ramp signals to improve access, and the environmental document included these components and was approved by Caltrans. Staff will work with the city to find funding for the separate structure on a number of upcoming funding programs specifically for bike/pedestrian projects including the TA bike/pedestrian CFP and programs with the State and C/CAG. The ad hoc committee accepted the staff recommendation and did not request further action.

Director Cameron Johnson said staff convinced him that if another city came to the TA asking for highway funds for a bike/pedestrian bridge over U.S. Highway 101 without touching an interchange, it would clearly be ineligible. The city of San Carlos wants a bike/pedestrian overcrossing and they happen to be doing an interchange project at the same time. It is clear that bike/pedestrian overcrossings are funded through a separate fund. Everyone collectively agrees that the safest thing for bicyclists and pedestrians is to have a separate overcrossing. The question is not if the overcrossing should be built, but how. The city of San Carlos is pursuing a lot of other methods. The role of the Board is to implement the intent of the voters. The lines are clear that a bike/pedestrian bridge has to come from other sources of money.

Director Don Horsley said if there was a way to figure out some way to find funding for the bike/pedestrian overcross at same time as the interchange it would save money. He said the Milagra onramp improvement in Pacifica is listed as a KCA in the 2004 TEP. It has been on the list for 11 years. He said the voters voted on these projects and asked how the Board could go out in the future for another tax measure if the projects listed don't get funded. He said the San Pedro Bridge had \$2 million in savings. He said the TA has the capacity to fund the project. He would like to approve that project. Ms. Cassman said this item is before the Board as an informational matter and if the Board would like to consider action it would have to take place at a future meeting.

Director Johnson said when the Manor Drive and Milagra onramp projects were discussed at the ad hoc meeting, they were considered two separate projects. Although they are close to one another, they are not directly part of the same infrastructure. The onramp is fully funded and is in progress. The Manor Drive overcrossing is \$20 million project. The city of Pacifica is asking for about \$1.5 million. Relative to the CFP, it is a small request, but it has not been made clear where the remaining \$18.5 million will come from, which is one reason the project scored low. While this is a worthy project, the benefit is local relative to other projects the TA is funding that provide a larger regional benefit. This is still eligible for funding at future CFPs.

Ms. Chan said the Pacifica project has a localized benefit, not a regional benefit. It is also a more expensive option than what could be proposed. No match was proposed for the project. The CIP ad hoc committee was formed to look at the range of projects that would come before the Board and the amount of funding that would be available. While the Pacifica project is listed as a KCA, given the amount of projects

that are coming through and the amount of funding available, the TA still needs to look at whether the funding is available for every project.

Director Horsley said this KCA project achieves an improvement. The city of Pacifica should have an opportunity to find other opportunities for funding.

Director Terry Nagel asked if there would be cost savings by doing the Holly Street Interchange and bike/pedestrian overcrossing projects together, and if other opportunities to fund the overcrossing might coincide with the interchange project so they could be completed at the same time. Ms. Chan said there would be savings to do the two projects together because they could be done with one contractor and they would only need to mobilize and demobilize once. The city of San Carlos is not looking to construct the project until the end of 2016. The city could potentially award the contract with options. There are a number of funding cycles including the TA Measure A Bike/Pedestrian CFP, and regional and State funding programs in early spring. If the city of San Carlos is able to line up this funding, they could award the construction contracts all at once.

Director Nagel said the other funding options are the Caltrans Active Transportation Program, the Metropolitan Transportation Commission's (MTC) Active Transportation Program, and the One Bay Area Grant.

#### Public Comment

Mike O'Neill, Pacifica, asked the Board to approve the Pacifica project at their next meeting. The city is only asking for \$1.2 million for engineering and the design process. Pacifica will look for other funding. After the San Pedro Creek Bridge Project, Pacifica gave \$2 million in cost savings back to the TA by looking for other funding sources. The city expects to pursue those same avenues for this project. The city is giving \$990,000 out of Pacifica's coffers, which is 42 percent of the total cost. This was mentioned in the 2004 referendum as a KCA and was voted for. The design will allow the city of Pacifica to pursue other funding to finish the entire project at a later date.

Lorie Tinfow, City Manager, Pacifica, asked the Board to continue consideration for the State Route 1 Manor Drive overcrossing and Milagra Onramp Project. The KCA project has been considered hazardous since the 1980s. Congestion has continued to grow and the infrastructure ages. She is concerned about the safety of drivers, pedestrians and public transit to navigate the area. Pacifica is a city of districts and the Manor District provides shopping and dining resources. The city of Half Moon Bay submitted letter of support for this project highlighting that local projects that improve circulation enhance access to tourist and recreational opportunities. The Coastside lacks viable options to driving. The project has the support of the entire city council. This project is number 17 on the city's High Priority Project list.

Karen Ervin, Mayor, Pacifica, asked the Board to add the Pacifica projects to the list of approved projects. These improvements would benefit the entire Coastside region by improving circulation in the entire area and access to the regional shopping and dining amenities and nearby school districts. KCAs are high priorities for TA funding. The city is

committed to seeking grant funds from other sources to meet the remaining project cost, and the city is contributing \$990,000 in impact fees to make the project a reality.

Pat Giorni, Burlingame, proposed options to fund the Holly Street pedestrian overcrossing including fund swapping and a loan from a future CFP. She requested the TA bring the project back in December to approve funding through an advanced forward of the next CFP.

Marc Rasi, Palo Alto, said he disagrees that voters intended to build incomplete highway interchanges using highway funds and patch them up later with bike/pedestrian funds. He wants his tax dollars to supplement funding used to achieve bare minimums of safety.

Matthew Self, Emerald Hills, said the Holly Street project should be funded as a single project from the highway fund. Federal guidelines state that every highway project must provide safe and convenient pedestrian and bicycle facilities. This is not a safe design. It is not okay for the project to proceed without meeting safety requirements on the assumption that another project will address the safety requirement later. The question is whether it is legal to fund the project without the pedestrian overcrossing.

John Langbein, Redwood City, said two alternatives were considered for the Holly Street pedestrian overcrossing. He asked why the alternative with interchange that included a bike and pedestrian segment was rejected for one with a separated pedestrian overcrossing. He said he has ridden through the intersection and having to deal with two lanes of turning traffic and to go from one side of the road over two lanes in order to go straight is not a complete street.

Andrew Boone, East Palo Alto, said the problem with the 2015 Highway Program is not just that a critically needed component of the overcrossing is being removed from the project, but the criteria used to choose which projects to fund. Several other projects could have been funded that would make walking and bicycling more convenient and safer and would have given people options other than driving cars.

Jeffrey Tong, San Bruno, said Measure A was designed to provide tax revenue for safer roads, traffic relief and public transit. The use of proceeds is for projects set forth in the transportation plan and its essential element is to be balanced. He asked how 30 percent for transit, 27.5 percent for highways and 3 percent for bikes and pedestrians is balanced. He said the Holly Street project should qualify for transit funds because walking, bicycling and public transit are interdependent. It should qualify for highway funds because it corrects a highway design oversight.

Adina Levin, Friends of Caltrain, said she is disappointed that the bike and pedestrian bridge is considered a separate project. The voice of the community was that the one solution for this crossing included the safest bike and pedestrian accommodations. She urged the TA go back to the voters and clarify their intent. The amount of money for bikes and pedestrians is below the current mode share.

Ellen Barton, Active Transportation Coordinator, County Office of Sustainability, said the grant funding sources that are coming up are vastly oversubscribed and very competitive. They are opportunities but definitely will not be able to answer the funding question for the Holly Street project.

Emma Shlaes, Silicon Valley Bicycle Coalition, said highway crossings are one of the largest barriers to biking and walking in the county. With traffic and pollution she is trying to encourage biking and walking. Complete streets are supposed to be a means for all ages and abilities to bike and walk. If the Holly Street overcrossing is deemed the safest structure it should not be discounted from main funding sources. This issue shows the need for new or reallocated sources of funding for bike and pedestrian projects and projects that enhance connectivity and safety for all users.

Director Horsley said there are a number of projects that the TA does not have enough money for. Everyone has to look for additional funding. The Pacifica project has been on the list for over a decade. He said in order for the TA to go out for another half-cent sales tax measure for transportation, the TA needs to demonstrate it funds projects listed in the measure.

Chair Matsumoto said these are always hard decisions. She said when the Highway CFP was issued, it was specified that the projects cannot have a separate bike and pedestrian element to them. Cities that heeded that specification did not submit applications because they played by the rules. It would not be fair to those cities that did not submit projects because they abided by the rules. If the TA could, the TA would fund all projects. There is \$6 million available with current requests over \$1 billion. She gave kudos to the city of Pacifica for coming in under budget. She does not believe the intent of some of the projects is to save money in order to apply to other projects. That is not a basis for moving forward. She said even though the Pacifica project is a KCA, her philosophy is if the project is for the greater good. As a member of the ad hoc committee, she is comfortable with the recommendation.

Director Canepa said the Manor overcrossing is unsafe. Traffic is unbearable. He said the TA should fund that project. It is unique because of the \$2 million savings from the San Pedro project and that money can be programmed for the Manor project. He said he would like the Board to revisit the Holly Street project.

Motion to bring the Holly Street Interchange Bike and Pedestrian Overcrossing Project back to the Board for funding consideration.

Motion/Second: Horsley/Canepa

Ayes: Canepa, Horsley

Noes: Johnson, Nagel, Matsumoto

Absent: Groom, Nihart

Motion fails.

Motion to bring the Manor Drive Overcrossing project back to the Board for funding consideration.

Motion/Second: Horsley/Canepa

Ayes: Canepa, Horsley

Noes: Johnson, Nagel, Matsumoto

Absent: Groom, Nihart

Motion fails.

### **Program Report: Grade Separations Program**

Ms. Chan presented:

- Program Background
  - 15 percent of Measure A program
  - Estimate over \$200 million remains over the life of the program
  - Purpose of the program is to improve safety at railroad crossings and relieve local traffic congestion
  - Cities with candidate railroad crossings listed in the Expenditure Plan
    - South San Francisco
    - San Bruno
    - Millbrae
    - Burlingame
    - San Mateo
    - Redwood City
    - Menlo Park
    - Atherton
    - East Palo Alto
  - December 2009: Accepted new Measure A implementation plan, held off decision on project selection process for the Grade Separation program
  - September 2012: Authorized solicitation of letters of interest from cities interested in applying for Measure A funds
  - August 2013: Solicitation for candidate projects released, Board awards funding November 2013 and May 2014
- Key Guidelines
  - At least 80 percent of remaining funds for construction
  - Up to 20 percent for pre-construction with at least 10 percent for design
  - JPB concurrence letter required for consistency with blended system
  - Sponsors may be the lead with early phases of work, projects to be designed to Caltrain standards, JPB responsible for construction
- 2013 Funding Allocations – \$6.1 Million
  - San Mateo 25<sup>th</sup> Avenue Grade Separation environmental phase: \$3.7 million
  - Burlingame Broadway Avenue planning phase: \$1 million
  - Menlo Park Ravenswood Avenue planning phase: \$750,000
  - South San Francisco South Linden Avenue and San Bruno Scott Street planning phase: \$650,000

Liria Larano, Director Engineering and Construction, presented:

- Project Status Updates
  - 25<sup>th</sup> Avenue Grade Separation
    - Project lead: JPB
    - 35 percent design complete
    - Complete environmental clearance by December 2015
    - Right of way requirements identified
    - Ongoing coordination with city of San Mateo, the JPB, and high-speed rail
  - Broadway Grade Separation
    - Project lead: City of Burlingame
    - Evaluated six grade separation alternatives
    - Held two public outreach meetings
    - City Council briefing in next few months
    - Preferred alternative by mid-2016
    - Ongoing coordination with city of San Mateo, electrification and high-speed rail
  - Ravenswood Avenue Grade Separation
    - Project lead: City of Menlo Park
    - Two alternatives to be reviewed
    - Consultant selection by December 2015
    - Perform technical studies in 2016
    - Hold public outreach meetings in 2016
    - City Council briefing in late 2016
    - Preferred alternative by late 2016
  - South Linden Avenue and Scott Street Grade Separation
    - Project lead: JPB
    - JPB and cities are coordinating on project scope
    - Perform technical studies in 2016
    - Conduct public outreach meetings in 2016 and 2017
    - City Council briefing in 2017
    - Preferred alternative by mid-2017

Ms. Chan presented:

- Next Steps
  - November 2015: TA CAC and Board informational item on 25<sup>th</sup> Avenue special circumstance funding request
  - December 2015: TA CAC and Board take action on 25<sup>th</sup> Avenue special circumstance funding request
  - Early 2016: Given limited funds, TA staff to consult with JPB on where to advance the next grade separation projects, considering safety and local traffic congestion relief factors
  - Mid 2016: TA staff to bring program recommendations to TA Board after JPB consultation

Chair Matsumoto said there is \$200 million for the life of program. She asked what the San Bruno Grade Separation cost. Ms. Chan said it was \$150 million.

Director Nagel said the railway corridor is dangerous and there have been many accidents. Two stations will reopen on weekdays with electrification. She asked why the TA is encouraging cities to prepare for projects when there is no other foreseeable source of funding. Ms. Chan said the California High-speed Rail Authority (CHSRA) could be a source of funding. Having projects in pipeline and environmentally cleared projects positions them better for potential funding that could be coming from the State or other regional funding. Measure A will not be the solution for all projects, but staff would like to help get the projects in a state that is ready for receive other funding.

Director Nagel said there are 23 accidents per year at Broadway related to congestion at that intersection, and four train accidents in the last 10 years. The problem is getting worse. She said she can't see how the region will make the corridor safe and would like to get suggestions from staff about anything else that can be done to find a source of funding to make the corridor safe. There are places along the corridor such as north San Mateo where the buildings are so close to the tracks that if there is any elevation or depression, huge amounts of property around the tracks will be wiped out. She said she hopes that enough money will be found to trench some portions of the corridor, which may be the only way to preserve the quality of life in the county.

#### Public Comment

Adina Levin, Friends of Caltrain, said it would be reasonable to ask voters for more funds since there are so many projects.

Andrew Boone, East Palo Alto, said Caltrain has been around many years and there is no study about how much it would cost to grade separate all the crossings and how it would be done. Staff should be directed to study this and get a total cost.

Director Nagel said there should be metrics about which are the highest priorities for grade separations. When CHSRA comes to the Peninsula, the communities will only get the cheapest alternative possible.

Ms. Chan said several years ago staff conducted a footprint study and looked at the various railroad crossings. It was very conceptual. The cost estimates for each crossing are not cheap. The biggest challenge is getting funding.

Director Nagel said either the county decides what they want or others will decide it for them.

Mr. Hartnett said staff could provide what has already been studied at another meeting. He said the driving factor for suicides is not grade separations, there are many other factors. There are other safety reasons for grade separations, but suicides are not one of them. There are no correlations between grade separations and suicides.

Ms. Chan said Caltrain has worked on a grade crossing hazard analysis. Staff will look at where the largest amount of traffic is going through each grade crossing and where it makes sense to do grade separations. Staff will bring to the Board a history of what has been done and recommendations for going forward. Originally the program has

been reactive to cities that ask for grade separations, but staff will look at it corridor-wide and more systematic.

### **Request from the City of San Mateo for \$5 Million in New Measure A Grade Separation Funds for the Design of the 25<sup>th</sup> Avenue Grade Separation Project**

Ms. Chan said this Board previously approved \$3.7 million to this project to complete the environmental phase.

Ms. Larano presented:

- San Mateo Funding Request
  - Project: 25<sup>th</sup> Avenue grade separation
  - Phase: Final design, right of way acquisition and utility relocation
  - Cost estimate: \$11.2 million for the current phase of work
    - Measure A request: \$5 million
    - City of San Mateo match: \$5 million
    - Prior allocation cost savings: \$1.2 million
- Project Scope
  - Construct grade separation at 25<sup>th</sup> Avenue along with elevated rail between Hillsdale Boulevard and Highway 92
  - Relocate Hillsdale Station and provide station access and parking
  - Construct east/west connections at 28<sup>th</sup> and 31<sup>st</sup> avenues
- Project Cost Estimate – \$180 million
  - Grade separation at 25<sup>th</sup> Avenue, elevated rail: \$134 million
  - Relocated elevated Hillsdale Station: \$33.8 million
  - East/west connections: \$12.2 million
- Project Schedule
  - Environmental: July 2014 – December 2015
  - Design and right of way: December 2015 – July 2016
  - Bid and award: August 2016 – January 2017
  - Construction: February 2017 – December 2019
- Coordination with Electrification
  - Electrification construction to start mid-2016
  - San Mateo needs to secure construction funds by mid-2016 to begin construction by early 2017
  - Construction of grade separation needs to start by early 2017 to be completed before the installation of the Electrification Overhead Contact System

Ms. Chan presented:

- Project Funding Plan
  - Environmental: \$3.7 in Measure A; \$1 million from San Mateo
  - Design: \$3 million from Measure A; \$3 million from San Mateo
  - Right of way: \$2 million from Measure A; \$2 million from San Mateo
  - Construction: \$65.3 million from Measure A; \$6 million from San Mateo; \$10 million from State Section 190; \$84 million from Proposition 1A
- Special Circumstances Consideration
  - Urgency
    - Significant cost savings

- Safety improvement
- Potential loss of funds
- Impact to Measure A program
  - Current grade separation program balance: \$13.7 million
  - Annual receipts – approximately \$11 million
- Next Steps
  - November 2015: TA informational item; San Mateo City Council action to commit matching funds
  - December 2015: TA action

### Public Comment

Maureen Freschet, San Mateo City Council, said this project has been anticipated as a cornerstone to the success of the transit-oriented development (TOD) plan in San Mateo. The Bay Meadows plan has always anticipated the grade separation at 25<sup>th</sup> Avenue and the new street connections. The project has maintained unanimous support of the city council. She urged the TA to support the project and the funding for the final design phase.

Director Nagel asked if the developers have been participating in funding any of the projects with impact fees. Ms. Freschet said yes.

Jack Matthews, Vice Mayor, San Mateo, said Bay Meadows is contributing \$12 million to this project. The Grade Separation at 25<sup>th</sup> Avenue is seventh in the State as a high priority for safety. The city has been working on this project for 15 years. He said the rail corridor plan passed by the city of San Mateo anticipated four tracks from the Hayward Park station south past the Hillsdale station, which will be of great value to CHSRA because they need passing tracks. The CHSRA mentioned this project in its funding plan as being viable and a model for other agencies to follow for advancing their grade separation projects. The city of San Mateo is willing to put up \$5 million and is confident CHSRA will provide funding.

Pat Giorni, Burlingame, said this grade separation is needed. She said a ballot measure should be put on the slate to change the category percentages for what Measure A money is used for in each program. She asked if there is a possibility to bring an amendment to the public to increase funding allocations for projects that don't involve cars.

### **Measure A Pedestrian and Bicycle Program Call for Projects**

Joel Slavit, Manager, Programming and Monitoring, presented:

- TA Pedestrian and Bicycle Program Overview
  - 3 percent of Measure A Program
  - Purpose of program is to fund specific projects that improve conditions to encourage walking and bicycling
  - 2004 Transportation Expenditure Plan includes a list of bikeways and overcrossings, but other projects can be considered
- Eligibility Requirements
  - Eligible projects
    - Paths, trails and bridges over roads and highways

- Pedestrian/bicycle component of a larger multi-modal project
- Sponsors and application/funding caps
  - Eligible sponsors: cities and the county of San Mateo
  - Limit of three applications per sponsor
  - Maximum funding award of \$1 million per sponsor
- Process: Funding and Evaluation
  - Approximately \$4.9 million available
  - Projects reviewed based on a set of evaluation criteria
  - Funding recommendations anchored to the evaluation criteria
  - Project Review Committee assembled to evaluate applications
  - Committee consists of staff from the TA, SamTrans, C/CAG, County Public Health and a C/CAG Bicycle and Pedestrian Advisory Committee member
- Process: Timely Use of Funds
  - Allowable expenditure period varies from:
    - Two years for pre-construction activity
    - Three years for construction activity
    - Total of five years allowed if both pre-construction and construction are part of Measure A allocated work scope
- Evaluation Criteria
  - Project readiness and need: 35 percent
    - Readiness:
      - Clear and complete proposal
      - Right of way certification complete
      - Permits, agreements and/or environmental clearance obtained
      - Results from a public planning process
      - Demonstrates stakeholder support
      - Has solid funding plan
    - Need:
      - Meets commuter and/or recreational purposes
      - Identified pedestrian and/or bicycle need
      - Safety improvement/enhancement
  - Effectiveness: 35 percent
    - Accommodates multiple transportation modes
    - Provides connectivity to pedestrian and bicycle system
    - Closes gap in countywide pedestrian and bicycle network
    - Enhances connectivity to schools, transit stations and other activity centers
    - Value: Benefit relative to the amount of funding requested
    - Serves a low-income/transit-dependent population in the immediate vicinity
  - Policy consistency: 10 percent
    - 2004 Expenditure Plan
    - Countywide Transportation Plan
    - Countywide Pedestrian and Bicycle Plan
    - City Pedestrian and/or Bicycle Plan
    - City General Plan, Specific Plan, other local plans

- Grand Boulevard Initiative Guiding Principles
- MTC Regional Priority Development Area
- Americans with Disabilities Act
- Sustainability: 10 percent
  - Reduces emissions and improves air quality
  - Innovative low environmental impact/green development
  - Improves links for pedestrian and/or bicycle access between TOD, transit and other high-use activity centers
  - Supports livable, walkable and healthy communities
  - Integral transportation component that can support existing components and help spur new economic development in the immediate vicinity
- Funding leverage: 10 percent
  - Local match contribution
- Summary of Proposed Revisions
  - New 10 percent minimum match requirement
  - Projects with an unfunded phase/minimum operable segment over \$1 million
    - Consider allocating Measure A funds conditioned on sponsor securing remaining funds within one year
    - Contingency list to be created in case sponsors are not successful in securing remaining funds within one year
- Next Steps: Schedule
  - November 2015:
    - Informational item to TA CAC, TA Board, and C/CAG Technical Advisory Committee
    - 2015 CFP released covering period from March 2016 through March 2016
    - 2015 CFP sponsor workshop
  - Mid-December 2015: applications due
  - February 2016: Informational item to TA CAC and TA Board on draft program of projects
  - March 2016: TA Board approves proposed program of projects

#### Public Comment

Andrew Boone, East Palo Alto, said the money being invested in San Mateo County to make walking and bicycling safe is too small. It should be 10 times the amount from Measure A. Voters weren't asked what percent of the measure should be spent on each program.

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

Shweta Bhatnagar, Government Affairs Officer, said the Surface Transportation Extension Act of 2015 extends Federal transportation funding through November 20 to prevent a Highway Trust Fund shutdown. The bill includes language for Positive Train Control (PTC) deadline extension giving railways until December 31, 2018 and in some cases 2020 to complete PTC implementation. The legislation also states that railways have 90 days after the bill is signed into law to submit a revised plan that describes a schedule and sequence for implementing the PTC system.

Ms. Bhatnagar said the House passed a six-year surface transportation reauthorization. The House and Senate authorization committees will be meeting to iron out the differences in their bills.

**REQUESTS FROM THE AUTHORITY**

Director Nagel said she likes the suggestion of going back to voters to reallocate funding for bike and pedestrian projects and asked how much work is involved. Mr. Hartnett said there would be a lot of work involved. It would require more than TA staff work to provide information. It would be a countywide political decision because it requires a nongovernmental campaign not supported by tax dollars to pass a countywide measure. Staff is looking at sources of funding Caltrain since it does not have an independent dedicated source of funds, and may involve sales tax. There are a number of people in the community who have brought up the issue of the future of transportation funding provided by the TA and there will be continuing community discussions.

**WRITTEN COMMUNICATIONS TO THE AUTHORITY**

No discussion.

**REPORT OF LEGAL COUNSEL**

Ms. Cassman said there is no report at this time.

**DATE AND PLACE OF NEXT REGULAR MEETING**

December 3, 2015 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

The meeting adjourned at 7:15 p.m.

# TA CAC Chair's Report

November 5, 2015

Good evening Madame Chair and Members of the Board. I have the following to report from Tuesday's meeting of the CAC:

(TA Item 4a) The CAC reviewed the TA Board Minutes of October 1, 2015, without questions or comments.

(TA Item 4c) The CAC supported the Acceptance of the Statement of Revenues and Expenditures for September 2015.

(TA Item 4d) The CAC supported the Board's Receipt and Filing of the Semi-Annual Measure A Program Status Report.

(TA Item 10a) After receiving a highly informative financial investment update from Monique Spyke, PPM Asset Manager Consultant, the CAC supported the Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended September 30, 2015.

(TA Item 11a) Pursuant to the questions presented from the CAC at the October 1, 2015 Board meeting concerning the 2015 Highway Program Call for Projects and the decision not to fund two specific requests, which included the SR1/Manor Drive Overcrossing in Pacifica and the Holly Street Pedestrian/Bike Overcrossing in San Carlos, the CAC received a detailed explanation from April Chan, Executive Officer, Planning, Grants and Transportation Authority, as to the reasons why those two requests were not funded at this time. The CAC while disappointed does understand the funding challenges and constraints that face our District at this time. However, the CAC looks forward to the inclusion of these two requests coming before the Board for future funding opportunities.

(TA Item 11b) The CAC received a comprehensive Grade Separation Program Status Report from April Chan and Liria Larano, Director of Engineering and Construction for SamTrans. Their joint presentation included: program background, key guidelines, 2013 funding allocations, project status updates and the next steps in the schedule for the Special Circumstances funding of the 25th Ave Grade Separation Project in San Mateo, as well as the timeframe when the TA

staff will consult with the Joint Powers Board on where to advance the next grade separation project.

(TA Item 11c) The CAC received a detailed review of the City of San Mateo's Request for \$5 Million in New Measure A Grade Separation Funds for the Design of the 25th Avenue Grade Separation Project from April Chan, and Liria Larano. Project Manager Rafael Bolon also answered questions posed by the CAC. Additionally, the City of San Mateo's Public Works Director and consultant were in attendance and were available to answer any questions, if necessary.

Since the City's funding request is being made outside of a regular funding cycle, the CAC was advised that the Board may consider such a request if the Project meets certain conditions. Staff advised the CAC that this request meets the necessary criteria for the granting of such a request and that there would be a significant cost savings achieved if the grade separated structure can be constructed before the JPB begins installation of the Overhead Contact System (OCS) for the Peninsula Corridor Electrification Project (PCEP). After listening to the staff's in-depth presentation, the CAC agreed that the Project meets the urgency criteria, including consideration for significant cost savings, needed safety improvements and possible loss of funds; because this was an information only item no formal vote was taken by the CAC. It was understood that this item will come before the Board for an action at the December, 2015 meeting.

(TA Item 11d) Joel Slavitt, Manager of Programming and Monitoring, advised the CAC about the latest information on the Measure A Pedestrian and Bicycle Program 2015 Call for Projects, which included the program's overview, eligibility requirements, process, evaluation criteria, summary of proposed revisions to address Measure A shortfalls as well as the need for leveraging other funding sources. He also advised the CAC on the timeline for the 2015 Call for Projects applications.

(TA Item 11e) In a State Legislative update, Shweta Bhatnagar, Government Affairs Officer, advised the CAC that Governor Brown signed SB 705 on October 7th. This bill authorizes Monterey and San Mateo counties to impose a countywide sales tax for transportation purposes at .375 percent and .5 percent, respectively that would in combination with all other locally imposed sales tax exceed the 2% tax rate cap if certain requirements are met. On the Federal side, the CAC was disappointed to hear that the State of California only received three TIGER grants in this year's cycle, but Northern California failed to receive any. However, the CAC was pleased to hear that Congress has extended the Highway Trust Fund Authorization for

three weeks to November 20th. That legislation also includes an extension of the positive train control (PTC) implementation deadline for three years until December 2018:

In my own Chair's Report to the CAC I advised the following:

Officials with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) voted last week to explore a merger that would create one streamlined regional planning agency.

The MTC Board, a 21 member commission that oversees transportation planning and finance in the nine-county Bay Area, voted unanimously to explore a possible merger with ABAG, a smaller agency that focuses on regional land use planning for Bay Area local governments.

MTC Chairman Dave Cortese, President of the Santa Clara County Board of Supervisors, said in a recent statement that a merger would create a "one stop shop" providing technical assistance and grants to local governments, use taxpayer dollars more efficiently and bolster staff resources for policy development and analysis.

The two agencies are vastly different in size and scale, with the MTC's budget of \$945 million dwarfing ABAG's budget of \$27 million.

The MTC oversees programs including Clipper and Fastrack, the 511.org traffic information service and the Bay Area Toll Authority, while ABAG, which gets some of its funding from the MTC, manages the Bay Trail program.

An MTC spokesperson said that the MTC will select a consultant to evaluate a merger, with a report expected back by June 2016.

**Staff Report:**

Joe advised us of the ongoing effort in assembling an integrated team that includes Caltrans, C/CAG and the TA that will be tasked with project development and environmental clearance of the mainline improvements to help address congestion on the 101 Corridor for which the TA Board authorized funding at last month's meeting.

**Respectfully submitted,**

**BARBARA ARIETTA**

**Chair, San Mateo County Transportation Authority, CAC**