

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

MINUTES OF MARCH 3, 2016

MEMBERS PRESENT: M. Freschet, C. Groom (Chair), K. Ibarra, C. Johnson,
K. Matsumoto, M.A. Nihart

MEMBERS ABSENT: D. Horsley

STAFF PRESENT: J. Averill, S. Bhatnagar, J. Cassman, A. Chan, B. Fitzpatrick,
G. Harrington, J. Hartnett, J. Hurley, E. Kay, M. Martinez,
N. McKenna, M. Simon, J. Slavitt, S. van Hoften

Chair Carole Groom called the meeting to order at 5:02 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Barbara Arietta, CAC Chair, reported on the meeting of March 1, 2016 (see attached).

Director Ken Ibarra arrived at 5:04 p.m.

APPROVAL OF CONSENT CALENDAR

- a) Approval of Minutes of February 4, 2016
- b) Acceptance of Statement of Revenues and Expenditures for January 2016

Motion/Second: Johnson/Ibarra

Ayes: Freschet, Ibarra, Johnson, Matsumoto, Groom

Absent: Horsley, Nihart

PUBLIC COMMENT

None

CHAIRPERSON'S REPORT

None

SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT) LIAISON REPORT – K. MATSUMOTO

The March 2 report is in the reading file.

PENINSULA CORRIDOR JOINT POWERS BOARD (JPB) REPORT – J. HARTNETT

The March 3 report is in the reading file.

REPORT OF THE EXECUTIVE DIRECTOR – J. HARTNETT

Jim Hartnett, Executive Director, said:

- Construction is about to begin on Phase 3 of the Highway 101/Broadway Interchange Reconstruction Project. The project is scheduled to be completed in the spring of 2017.
- The Local Shuttle Program Call for Projects (CFP) covering Fiscal Year (FY) 2017 and FY2018 was released on December 14. Solicitation closed on February 12. The TA received requests for funding from 11 sponsors requesting \$9.4 million in

funds for 44 different shuttle services. Up to \$10 million is available. An evaluation panel is reviewing the proposals. A draft program of projects will be presented to the Board in April and recommended for approval in May.

- Traffic studies are progressing on the Highway 101 Corridor. They are intended to analyze the anticipated performance of a wide array of modifications, including lane conversions and lane additions for high-occupancy toll (HOT) or high-occupancy vehicle express lanes. A supplemental project study report is being prepared that will identify the added scope of work and additional level of effort to study an express lane component from Santa Clara County/San Mateo County line to Interstate 380. A representative from the California State Transportation Agency is reaching out to the private sector to attempt to secure additional funding required to complete the environmental phase of the project.
- Eli Kay, the new Chief Financial Officer, was introduced.

Director Mary Ann Nihart arrived at 5:18 p.m.

FINANCE

Authorize Programming and Allocation of \$4,946,000 in New Measure A Pedestrian and Bicycle Program Category Funds for 10 Projects and Amending the FY2016 Budget By \$1,592,555 to Fund These Projects

Joel Slavit, Manager, Programming and Monitoring, presented:

- Program Overview and Process
 - Purpose of the program is to fund specific projects to encourage and improve walking and bicycling conditions
 - Funding considerations made through a CFP
 - Project review committees assembled to evaluate applications
 - Projects reviewed based on a set of evaluation criteria
 - Funding recommendations anchored to the evaluation criteria
- Evaluation Criteria
 - Project Readiness and Need: 35 percent
 - Effectiveness: 35 percent
 - Policy Consistency: 10 percent
 - Funding Leverage: 10 percent
 - Sustainability: 10 percent
- Project Proposals
 - 20 applications submitted from 13 sponsors
 - Over \$9.3 million requested, \$4.9 million available
 - At the last meeting, staff informed the Board the amount of available revenue increased from \$4.9 to \$5.7 million. There was an error in this calculation that was corrected as part of ongoing work to comprehensively true-up the difference in collected revenue and budgeted and allocated funding since the inception of the New Measure A Program. The confirmed amount of funding available is \$4.946 million.
 - \$4.9 million of Measure A Pedestrian-Bicycle Program funds will leverage over \$6.2 million in other secured sources
 - Nine requests can be funded and one partially funded within available funding

- Funded and recommended Measure A award
 1. San Mateo Drive Pedestrian and Bicycle Improvement Project - \$200,000
 2. Kennedy Safe Routes to School Project - \$500,000
 3. Highway 101 Undercrossing Project - \$500,000
 4. Middle Avenue Pedestrian and Bicycle Crossing - \$490,000
 5. Highway 101/Holly Street Pedestrian and Bicycle Overcrossing - \$1 million
 6. Enhanced Pedestrian and Bicycle Visibility Project - \$337,500
 7. Complete the Gap Trail - \$300,000
 8. Alameda de las Pulgas Bicycle and Pedestrian Improvements - \$275,000
 9. Belmont Pedestrian and Bicycle Improvements Project - \$882,036
- Partially funded and recommended Measure A award
 1. Sunshine Gardens Safety and Connectivity Improvements Project - \$461,464, leaving \$42,536 of needed funding on the contingency list
- Contingency list generated
 - Should projects recommended for funding not be able to meet program requirements
 - Should additional funds become available from completed projects with remaining balances
- If funding becomes available for contingency list projects, staff will request a separate programming and allocation action be taken by the Board

Director Nihart asked why there is \$42,000 for South San Francisco on the contingency list. Mr. Slavitt said it was because there is only \$4.9 million available, so staff went as far down the list as possible, and that is where the cut was. The South San Francisco project will be partially funded with the \$461,464 in available funding and the \$42,000 is the remainder needed for full funding.

Public Comment

Brian McMinn, Public Works Director, South San Francisco, asked the Board to support the Sunshine Gardens project by approving the list of projects as recommended by staff. This project was not recommended for funding in the original amount requested, but city staff and TA staff are working together to make sure the project is positioned for any contingency funding that becomes available, and through the upcoming fiscal year budgeting process city staff will set aside sufficient funds to complete the project if more matching funds are needed.

Jeff Maltbie, City Manager, San Carlos, thanked the TA staff for their collaborative approach for working with the city of San Carlos on the pedestrian and bicycle overcrossing and the Holly Street/Highway 101 project that was awarded funding. These projects working together will save taxpayers money in the overall cost. This is an important project for the city. It will serve San Carlos and portions of Redwood City, Belmont, and the Coastal Trail and access system along the Bay. San Carlos is pleased with the staff recommendation.

Steve Schmidt, Menlo Park, said he was here last month to make a case for some conditions to be changed for the Menlo Park application. He said it is a good project. There is a common thread in the county about public/private partnerships. This is an opportunity to forge a partnership with Stanford University, Menlo Park and the TA to make this undercrossing at Caltrain happen. In the initial phase Stanford is making no contribution and he feels they should make a contribution equal to what Menlo Park is matching. The award should be contingent on Stanford contributing \$210,000. There needs to be a public easement on Stanford land between El Camino Real and this undercrossing to guarantee that future generations will benefit from taxpayer dollars and Stanford University's contribution to this project. The award should be contingent on these two changes.

Rich Hedges, San Mateo, said the California Drive Bicycle Facilities Improvement Project in Burlingame, along with the award to San Mateo, would begin linking four Caltrain stations for bicycles along San Mateo Drive and California Drive. This would get it close to having safe bicycle lanes from Millbrae to the San Mateo Caltrain Station. Burlingame is shy of money, but the sooner it can get done the safer it will be. He said he does not feel safe riding a bike anymore. Bicycling needs to be made as safe as possible.

Director Ibarra said he is in favor of each of the projects and it is unfortunate not all projects could be funded.

Director Karyl Matsumoto said there should be private/public partnerships in the future and the TA is moving towards that.

Chair Groom asked if Stanford was approached by the city of Menlo Park. Mr. Slavitt said he spoke with city staff. For the current phase, the city of Menlo Park is only proposing public funds to avoid a potential perceived or real conflict of interest when they are doing the preliminary engineering and environmental work. When choosing the selected design for the project they don't want any appearance of bias if one large agency is contributing funding. There is a letter from Stanford in the application along with documentation that Stanford will be making a significant contribution to the project as part of the final design and construction. The details will be negotiated as part of the entitlement process.

Director Nihart said the Coastsides contribute a lot and it is difficult for them to succeed in the funding stream. She would like to know how to help the Coastsides more. Mr. Slavitt said he is happy to follow up offline.

Mr. Hartnett said the TA is not the only agency that provides funds and assistance to the Coastsides. SamTrans has doubled the frequency of service on weekends to the Coastsides.

Motion/Second: Johnson/Ibarra

Ayes: Freschet, Ibarra, Johnson, Matsumoto, Nihart, Groom

Absent: Horsley

PROGRAM

Highway Program – U.S. 101/Woodside Interchange

Joe Hurley, Director, TA Program, said the draft environmental document for this project is scheduled to be released next month. Two funding allocations have been made to this project totaling \$11.5 million.

Paul Krupka, Consultant Project Manager, Redwood City, said the draft environmental document will be issued for review in April and he hopes to come up with the preferred alternative and approval from the California State Department of Transportation (Caltrans). With that certification, he will come back to the TA to request the allocation of the remaining funds to carry on the design process and right of way services.

Scott Kelsey, Senior Transportation Manager, AECOM, presented:

- Roles/Responsibilities
 - Redwood City
 - Project sponsor
 - Project implementer
 - Funding partner
 - Caltrans
 - Environmental lead agency
 - Owner/operator of the State highway system
 - TA
 - Funding partner
- Project Area/Existing Conditions
 - Existing interchange configuration
 - Developed area (hospitals, commercial, residential, industrial, and public facilities)
 - Major utilities (high-voltage transmission lines, pump stations)
 - Union Pacific Railroad (UPRR)
 - Under construction (One Marina, correctional center)
 - Future public improvements (trolley corridor)
- Project Description
 - Purpose is to alleviate peak-period congestion, improve traffic operations, improve bicyclist and pedestrian access
 - 19 alternatives/variations researched (nine alternatives and 10 variations)
- Community outreach included two public meetings, two city council study sessions, three council subcommittee meetings, and 15 stakeholder meetings
- Basis for Reducing Alternatives
 - Did not result in improved performance of the interchange
 - Lack of community support
 - Significant right of way impact
 - Unable to secure Caltrans approval for non-standard design features
- Viable Alternatives
 - Alternative 3
 - Conventional type of interchange
 - Partial clover leaf configuration from northbound Highway 101
 - Diamond configuration from southbound Highway 101

- Extensive bicycle and pedestrian access
 - Class 1 bike path along UPRR spur line
 - Class 1 bike path from Veterans Boulevard over Woodside Road
 - Woodside Road has three lanes in each direction, plus double left turn lanes to get onto Highway 101 South
- Alternative 8b
 - Divergent diamond interchange
 - On Woodside Road, traffic on either side of Highway 101 crosses over to the opposite side of the road for that segment, which eliminates the need for left-turn pockets and storage
 - Extensive bicycle and pedestrian access
 - Class 1 bike path along UPRR spur line
 - Woodside Road has three lanes in each direction, a large facility for bicycles, and a separate area for pedestrians
- Environmental Summary
 - Trees and landscaping
 - Construction staging
 - Minimal impacts to parks and recreation
 - New Veterans Boulevard flyover ramp
 - No noise walls
 - No jurisdictional wetland impacts
 - Minimal impact to waters of the State (0.2 acres)
 - National Pollutant Discharge Elimination System, Notice of Intent, and Stormwater Pollution Prevention Plan required by construction contractor
 - Biological construction requirements
- Right of Way Needs
 - Full takes: two parcels
 - Partial takes: 17 parcels
 - Permanent easements: three parcels
 - Temporary construction easements: 19 parcels
 - Section 83: seven parcels
- Project Benefits
 - Improved overall capacity, operation and safety of the interchange by realigning and widening ramps
 - Signalized intersections within the interchange will realize an improved level of service
 - Local and regional traffic is improved
 - Improved access to and from the Port of Redwood City
 - Provides accommodations for both pedestrians and bicyclists traveling through the interchange
- Project Cost Estimate - \$139 million
 - Environmental Phase: \$4 million
 - Design Phase: \$10 million
 - Right of Way and Utility: \$36 million
 - Construction: \$89 million
- Schedule
 - Project
 - 2006: Project study report

- 2011: Alternatives analysis
- 2014-2016: Environmental Project Approval
- 2017-2020: Design and right of way
- 2020-2023: Construction
- Environmental
 - 2014: Alternatives investigation
 - 2014-2015: Technical studies
 - 2015: Preferred alternatives
 - 2015-2016: Draft environmental document
 - 2016: Public circulation and final environmental document approval

Director Cameron Johnson asked if the focus is more on relieving congestion on Highway 101 or Redwood City. Mr. Kelsey said this project was more to improve local traffic on Woodside Road and Seaport Boulevard, but it could not further impact Highway 101. Right now during peak periods traffic backs up on Highway 101. With this design study, projection of development and traffic in 2042 is showing there would be little to no backup on Highway 101. This is done through storage with longer ramps. Alternative 3 is better for traffic than Alternative 8b because of the longer onramps. Alternative 8b shows a little bit of backup.

Director Nihart asked what opposition this project has received so far. Mr. Kelsey said there has been no real opposition, just concerns that have been addressed. Bike and pedestrian facilities were huge concerns.

Director Nihart asked if businesses on State Route 84 had any concerns. Mr. Krupka said he has reached out through the chamber of commerce and the business community is very supportive. Impacts during construction will be an issue, but the project will vastly improve traffic.

Director Nihart asked how far the evaluation of HOT lanes goes. Mr. Hartnett said it encompasses this area.

Director Nihart asked if HOT lanes would affect this project. Mr. Kelsey said he made sure this project did not preclude the ability to include another lane in both directions.

Director Nihart said this would be a good opportunity to incorporate stormwater management to make sure extra watering is not needed for foliage. This could be a demonstration project. She encouraged Mr. Kelsey to think about that when doing the design. She said Caltrans has money to spend on stormwater management.

Director Maureen Freschet asked how the alternative will be decided. Mr. Krupka said the decision is made by Caltrans and the sponsor based on input from the public.

Director Ibarra said the project has benefits. He said the stop lights are long now and asked how long the wait at stop lights will be after the project is complete. He said there is a lot of traffic and trucks in the area, and they will be mixed with bikes and pedestrians. He asked how that figures into it. Mr. Krupka said the project was

designed so those intersections would operate at a better level of service than now. There will be more storage, on and off ramps, more ability to cross the freeway on Woodside Road, and improvements at Broadway Street. The wait times should be better than they are now.

Mr. Kelsey said at the intersections lanes were added. Three lanes is a 50 percent improvement. This allows more vehicles through during the green lights. He said he took trucks into account. On average 15 percent of the traffic going through this interchange is trucks. The project has been designed for truck turning and trucks will be able to negotiate the interchange a lot easier. The current design is one of the oldest interchanges in San Mateo County. This project has a new streamlined design. An extensive traffic operations analysis report was done and it indicated trucks and other vehicles will be improved. It does not improve every single intersection because of the fact that there will be some rerouting of traffic.

Public Comment

Greg Conlon, Atherton, said there is a 12-inch reclaimed water line running parallel to Highway 101 on Woodside Road. It will go through the middle of the project. He said there are no stop lights at the State Route 24/Interstate-680 interchange. He said if that interchange was imposed on the Highway 101/State Route 84 intersection, there would be no stop lights. He said if \$5 million in incentives was put into the budget, it could shorten the project timeline.

Update on State and Federal Legislative Program

Shweta Bhatnagar, Acting Manager, Government Affairs, gave the following update:

State

Assembly Bill (AB) 2030 (Mullin) increases the purchasing threshold for the District, and by extension the JPB and the TA, for small purchases from \$2,500 to \$5,000, for supplies, equipment and materials from \$100,000 to \$150,000, and for public works contracts from \$10,000 to \$100,000 to expedite and streamline the procurement process.

Bay Area Rapid Transit has also signed on to the bill and Santa Clara County Valley Transportation Authority has expressed interest in being amended into the bill. The TA has taken a support position on this bill.

AB 2126 (Mullin) increases the number of highway, bridge, or tunnel construction projects for which Caltrans is authorized to deliver using the Construction Manager/General Contractor method from six to 12. Caltrans has indicated they need this bill in order to pursue a possible high-occupancy vehicle or HOT lane on Highway 101 in San Mateo County in the future.

Senate Bill 824 (Beall) makes several changes to the Low Carbon Transit Operations Program (LCTOP) to make the program more flexible for funding recipients including allowing agencies to bank, loan or pool funds, change projects if higher priority projects come into play, and implements a Letter of No Prejudice process from Caltrans allowing agencies to start projects using local dollars and be reimbursed when LCTOP funds become available.

A bill that the District is currently reviewing is AB 1640 (Stone). The passage of AB 1222 in 2013 exempted California public transit employees who were hired after January 1, 2013, and whose interests are protected under Section 13(c) of the Federal Transit Act, from Public Employees Retirement Act of 2013 (PEPRA) until December 30, 2014 when the exemption ended. Some transit agencies interpreted this legislation to permanently exempt these employees; other agencies interpreted the bill to only provide a one-year exemption for the employees hired in that time frame. This bill seeks to clarify that those public transit employees are permanently exempt from PEPRA.

Federal

On February 9 President Obama released his FY2017 Federal budget, which included \$125 million for the Peninsula Corridor Electrification Project (PCEP) through the Federal Transit Administration's (FTA) Core Capacity Program. The FTA also announced that the project will receive more than \$72 million in prior year Core Capacity funding allocations. The PCEP is the first project in California to be included in the Project Development phase of the Core Capacity Program. The Administration's request for \$125 million in funding for FY2017 will require Congressional approval.

On February 23 the U.S. Department of Transportation announced that \$500 million dollars will be available for transportation agencies through the TIGER grant program. The TA will be submitting a grant application for the Willow Road/Highway 101 Interchange Project, similar to what was submitted in the last grant cycle. Applications are due on April 29.

Director Matsumoto asked what the chances are of the Federal funding investment packages getting approved. Ms. Bhatnagar said the TIGER Program gets a lot of applications and the TA has not been awarded that funding yet.

Director Matsumoto asked if there is a consortium of cities and businesses that write letters in support of these funding programs. There are many companies on the Peninsula that make campaign contributions to various congressmen and senators. She asked if staff drafts letters and have the companies sign them to show support. Ms. Bhatnagar said through Caltrain Commuter Coalition and other relationships with businesses on the Peninsula, when grant applications are submitted there are many agencies, elected officials, and businesses who will write letters on behalf of the agency.

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

DATE AND PLACE OF NEXT REGULAR MEETING

April 7, 2016 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070

REPORT OF LEGAL COUNSEL

Recessed to closed session at 6:20 p.m.

Reconvened to open session at 6:31 p.m.

Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pacificans for a Scenic Coast vs. California Department of Transportation, Respondents and Defendants, and San Mateo County Transportation Authority and City of Pacifica, Real Parties in Interest and Defendants. Case No. CIV 523973

Joan Cassman, Legal Counsel, said no action was taken on this item.

**Closed Session: Conference with Real Property Negotiators Pursuant to Government Code Section 54956.8:
Agency Negotiators: Joan L. Cassman and Brian W. Fitzpatrick Under Negotiation: Price and Terms of Contract
Property Owner: Upsky San Francisco Airport Hotel LLC, a California Limited Liability Company
APN: 026-290-310**

Ms. Cassman said the Board received a report on a temporary construction easement and has given authority to the real property negotiators to extend the duration of the easement.

The meeting adjourned at 6:31 p.m.

TA CAC Chair's Report

March 3, 2016

Good evening Madam Chair and members of the Board,

Here are the results from this past Tuesday's meeting of the CAC :

(TA Item 4a) The CAC reviewed the Minutes of the Board's February 4, 2016, without questions or comments.

(TA Item 4b) The CAC supported the acceptance of the Statement of Revenues and Expenditures for the period ending January 2016, without questions or comments.

(TA Item 10a) The CAC received a program update from Joel Slavitt, Manager Programing and Monitoring, on the final recommendations for the Measure A 2015 Pedestrian and Bicycle Program Call for Projects. Joel's presentation included a program overview of the decision making process, along with information on the evaluation criteria employed, as well as detailed statistics on the 20 applications that were submitted from 13 sponsors that resulted in nine requests being fully funded and one request being partially funded within available funding. The CAC was also given information on the Contingency List generated should projects recommended for funding not be able to meet requirements or the possibility of additional funds becoming available from completed projects with remaining balances. The CAC unanimously supported staff's recommended list of projects to be funded.

(TA Item 11a) As part of a series of program reports focusing on the TA's six program areas - Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs, the CAC was given a report on the US 101/SR 84 Interchange (Woodside Road) Improvement Project , starting with an introduction by Paul Krupka, Consultant for Redwood City, which was immediately followed by a comprehensive presentation being delivered by Scott Kelsey, the design consultant to the city. Mr. Kelsey outlined the various roles and responsibilities of Redwood City, Caltrans and the Transportation Authority, as well as the existing conditions of the project area, and the community outreach accomplished thus far. The CAC was interested to hear that the decision on project design was now narrowed down to 2 viable alternatives and that this new project will not only improve over-all capacity, operations and safety of the interchange by realigning and widening ramps, but also improve local and regional traffic and access to and

from the Port of Redwood City, in addition to providing accommodations for both pedestrian and bicyclist traveling through the interchange.

(TA Item 11b) The CAC received a comprehensive report from Shweta Bhatnagar, Government Affairs Officer, on Bills of Interest to the TA including: AB 1640 (Stone) in reference to the California Public Employees' Pension Reform Act (PEPRA), which should be monitored for its impact on Sam Trans; AB 2030 (Mullin) which would increase the threshold from \$100,000 to \$150,000 for Sam Trans to purchase supplies, equipment and materials without going out to bid, and thus, would streamline the purchasing process; AB 2126 (Mullin) which would give Caltrans greater flexibility in expediting project delivery and SB 824 (Beall) which would allow Low Carbon Transit Operations Program (LCTOP) to retain its funding share in any given fiscal year, even if it does not submit a project, as both Sam Trans and Caltrain are beneficiaries of LCTOP.

(CAC Chair's Report to the CAC)

In my own report to the CAC, I reported on the State Board of Equalization's vote to lower the excise tax rate for gasoline by 2.2 cents for the Fiscal Year that begins on July 1, 2016 and ends June 30, 2017, barring a legislative solution. I advised the CAC that this move was done because the Board decided that Californians paid too much at the pump last year and decided to give them a break at the pumps this year. I delivered a brief background on the State Board's role in lowering and raising the gas tax annually in order to ensure that the state is bringing in the same amount of revenue over a three year period, as it would have with the old sales tax, before the bizarre formula known as the "gas tax swap", passed by the lawmakers in 2010 was employed. I also lamented the fact that, because of this, the STIP is facing significant funding shortfall.

(Staff Report to the CAC)

In Joe's report to the CAC, he advised the CAC of a "raid on aviation fuel tax" being put forth by the Federal Aviation Association (FAA) in which the FAA is now interpreting that money derived from the one half cent sales tax on any fuel purchased for aviation should only be available to the FAA... a development that is being currently challenged and has yet to be resolved.

Joe also reported that Assemblyman Kevin Mullin continues to facilitate meetings, as a forum to brainstorm with representatives from Caltrans, the City/County Association of Governments (C/CAG), and others regarding a variety of projects that could ease congestion and improve mobility through San Mateo County and beyond, including lane alternatives for Hwy 101 , as well as improvements to State Route 92.

Respectfully submitted,

BARBARA ARIETTA

Chair, San Mateo County Transportation Authority, CAC