

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

MINUTES OF OCTOBER 6, 2016

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

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

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

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Barbara Arietta, CAC Chair, reported on the meeting of October 4, 2016 (see attached).

APPROVAL OF CONSENT CALENDAR

- a) Approval of Minutes of September 1, 2016
- b) Acceptance of Statement of Revenues and Expenditures for August 2016

Motion/Second: Johnson/Ibarra

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

Absent: Nihart

Director Mary Ann Nihart arrived at 5:12 p.m.

PUBLIC COMMENT

None

APPOINTMENT OF CAC MEMBERS

Director Cameron Johnson said he and Director Karyl Matsumoto interviewed candidates for the CAC and recommended the following:

Kate Bond, San Mateo – two-year term

An Chen, Hillsborough – three-year term

Essam El-Dardiry, San Carlos – two-year term

John Fox, Menlo Park (incumbent) – three-year term

Pamela Haynie, South San Francisco – one-year term

Karen Kuklin, Millbrae – three-year term

Jeff Londer, Burlingame (incumbent) – three-year term

Olma O'Neill, South San Francisco (incumbent) – three-year term

Steve Stamos, San Mateo – one-year term

Motion/Second: Johnson/Horsley

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

CHAIRPERSON'S REPORT

None

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT – K. MATSUMOTO

The October 5 report is in the reading file.

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

The October 6 report is in the reading file.

REPORT OF THE EXECUTIVE DIRECTOR – J. HARTNETT

Jim Hartnett, Executive Director, said

- The Highway 101/Willow Road Interchange Project in Menlo Park and East Palo Alto was advertised for construction on September 26 with an estimated construction cost of \$56 million. The matter will be advertised for eight weeks with a bid opening scheduled for November 16. If the bids are favorable construction will begin early January 2017 and will take 2.5 years.
- The State Route 92/El Camino Real Interchange Project in San Mateo was advertised for construction on October 3 with an estimated construction cost of \$17 million. This project will be advertised for six weeks with a bid opening scheduled for November 15. The project will be under construction mid-January 2017 and will take one year to complete.
- The environmental phase is underway for the Highway 101 Managed Lanes Project. Plans for public education and community outreach have been developed. A public scoping session is scheduled for October 27 to inform the community of the environmental process, present the concepts under consideration for improving mobility on the corridor, and to solicit public input regarding key issues and concerns that should be addressed.

Director Nihart said the public does not really understand what the TA is doing on the 101 Managed Lanes Project. She is not sure how to get the education out. Mr. Hartnett said staff will be working hard at it.

FINANCE

Approval of Application, Programming and Allocation of \$78,563 in New Measure A Local Shuttle Program Funds for the San Mateo County Coastside Beach Shuttle from the Local Shuttle Program for Fiscal Year (FY) 2017 and FY2018

Joel Slavitt, Manager, Programming and Monitoring, said in May 2016, the TA approved programming and allocation of shuttle funds as part of the last Shuttle Call for Projects (CFP). The TA deferred taking action on this shuttle per the county's request pending further development of the proposed route and service plan. The county has since conducted outreach with the Coastside community and the SamTrans service planning staff and has submitted a revised application. The county's application is now recommended for funding. This is a weekend shuttle that provides an alternative to the automobile to provide access to public beaches in the Half Moon Bay area.

Director Don Horsley said Pacifica had a weekend shuttle that was not successful. When the county looked at the unincorporated area from Montara to Half Moon Bay, they decided to start in Half Moon Bay and go to the beaches. The traffic is bad on the

Coastside, especially on weekends, because it is a tourist destination. Instead of having people drive from beach to beach, the thought is to try this shuttle to see if it takes people off the highways to relieve congestion, and if it is successful the county might try expanding to a more robust system.

Director Nihart said she supports this effort. The Pacifica shuttle did not get enough advertisement or funding. It will be interesting to see if this works and it is worth the money to try it because the coast is so impacted.

Motion/Second: Horsley/Nihart

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

Programming and Allocation of \$65.3 Million in New Measure A Funds from the Grade Separation Category for the 25th Avenue Grade Separation Program and Amend the FY2017 Budget to \$167,834,460

April Chan, Chief Officer, Planning, Grants, and the TA, said this project is to grade separate 25th Avenue and relocate the Hillsdale Station slightly north and provide two street connections at 28th and 31st Avenues to improve traffic flow in that area. The total cost is \$180 million. The cost estimated to complete construction is \$165.3 million. This request is for \$65.3 million to complete the right of way and construction. The remaining \$100 million will be secured by the city of San Mateo who has been working with the California High-Speed Rail Authority, which took action in August to provide \$84 million. Staff is estimating the TA has 3.7 acres that needs to be conveyed to the project. The value of that property is slightly under \$20 million. The TA has been collecting rent on leased property collecting annually about \$230,000, so that income will not be coming in as a result of this project. The TA had acquired that property specifically for this project. What still needs to happen is a discussion between the TA, the JPB, and the city of San Mateo about how to convey the property and is not part of this action.

Director Matsumoto asked for an explanation of the fund balance in the budget. Ms. Chan said there is a fund balance remaining from the 1988 Measure, so the total beginning fund balance includes whatever is carried over from the 1988 Measure plus the 2004 Measure, so there is a total of \$479 million in the bank. On Column D line 29, \$80 million is the beginning fund balance, but the TA will tap into \$80.6 million of that fund balance to fund the projects or programs in 2017 and the FY2017 ending balance will be \$399 million.

Public Comment

Joe Goethals, Mayor, San Mateo, thanked the Board, Mr. Hartnett, and Ms. Chan. This project took a long time and is incredibly important. The thanks belong to the unanimous and consistent support from the city councils of the city of San Mateo, the public works directors and city managers, and this body. Grade separations are important. Grade crossings are dangerous and necessary for traffic. Bay Meadows added over 1,000 residential units, more than 1 million square feet of office and retail space, and 400 students at the Nueva High School. This project is needed to help out with all the added traffic and to increase safety.

Director Nihart said the city should think about storm water when designing this project.

Director Matsumoto asked if any of the \$100 million has been secured. Mayor Goethals said the total project is about \$180 million. \$85 million is from the CHSRA, \$65.3 million from the TA, and the remainder comes from the city of San Mateo operating budget, and Public Utilities Commission.

Director Maureen Freschet said it has been gratifying to serve on the TA and to be a part of the important decisions being made that have such a tremendous impact on the county and the peninsula's transportation needs now and the future. It is especially exciting to be a member of the TA to consider approving the request from San Mateo for Measure A funds for this project. This project is vital to the successful build out of Bay Meadows and will significantly relieve a lot of congestion throughout San Mateo and will support safety goals and goals of the Rail Corridor Transit Oriented Development Plan. She is grateful for the support from Ms. Chan and Mr. Hartnett and she thanked the TA for considering this request.

Motion/Second: Freschet/Matsumoto

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

PROGRAM

Program Report: Transit – Dumbarton Corridor

Melissa Reggiardo, Principal Planner, reported:

- Partners in the study are the TA, Alameda County Transportation Commission, Alameda-Contra Costa Transit, and Facebook
- The Study kicked off in March and is a 15-month schedule
- Scope of Work:
 - Study mobility improvements on highway bridge, approach arterials and rail bridge
 - Focus on short-term (2020) and long-term (2030) improvements and phasing
- Outreach:
 - May 2016 – Existing conditions, goals and evaluation metrics, initial alternatives
 - September 2016 – Initial screening, alternatives carried forward
 - April 2017 – Evaluation of alternatives carried forward, funding plan
- Study Goals:
 - Enhance mobility
 - Identify cost effective improvements with return on investment
 - Minimize environmental impacts, financial risk and maximize safety
 - Ensure local communities are protected from adverse impacts
- Initial Highway Bridge Alternatives:
 - Express bus enhancements/expansion
 - Variety of highway bridge lane configurations, including managed lanes:
 - Carpool lanes
 - Toll lanes
 - Bus-only lanes

- Initial Approach Alternatives:
 - Improvements to:
 - Speed tolling
 - Improve carpool connections
 - Manage and/or increase park-and-ride capacity
 - Provide additional capacity/improve flow on key arterials and at intersections
 - Improve connections to Highway 101
- Initial Rail Bridge Alternatives:
 - Transit modes:
 - Bus Rapid Transit (BRT)
 - Commuter Rail
 - Bike/pedestrian
 - Light Rail Transit (LRT)
 - Bay Area Rapid Transit (BART)
 - Personal and Group Rapid Transit
 - People Movers
 - Hyperloop
 - Tunnel (BRT, LRT, Commuter Rail)
 - Ferry
 - Gondola
- Initial Screening Process:
 - Evaluated:
 - Highway configurations for highway bridge
 - Approach improvements per potential benefit to transit
 - Transit modes for rail bridge
 - Carried forward all short-term options
- Highway Bridge Alternatives Carried Forward:
 - Short-term: express bus enhancements/expansion
 - Long-term: three managed lane options
 - Contraflow managed lane in median with moveable barrier
 - Reversible managed lanes in median with fixed barriers
 - Managed lane in each direction
- Approach Package:
 - Short-term:
 - Bike/pedestrian approach improvements
 - FasTrak lane extensions and operational improvements
 - Park-and-Ride management/expansion
 - Operational improvements such as transit signal priority and queue jump lanes on key roadways
 - Long-term:
 - All electronic tolling
 - Carpool/toll direct access ramps
 - Dedicated lanes for buss
 - Grade separations (improve flow at key intersections)
 - Managed lanes connections

- Transit Alternatives Carried Forward:
 - Short-term:
 - Bike/pedestrian on peninsula
 - Long-term:
 - BRT from Union City BART to Redwood City Caltrain
 - Commuter Rail from Union City BART to Redwood City
- Next Steps:
 - October through December: further study alternatives carried forward
 - Conceptual engineering
 - Ridership modeling
 - Financial analysis including public-private partnerships
 - January: comparative alternatives analysis
 - February: recommend phasing and financial plan

Director Matsumoto asked for examples of approach improvements that are potentially beneficial to transit. Ms. Reggiardo said transit signal priority, queue jumps, grade separations, express lanes, toll lanes, and bus only lanes. Staff will try to identify approach improvements that will have the greatest benefit to buses traveling in the various arterial corridors.

Director Johnson said when he first joined the TA, he asked how much time and public money had been spent on studying the Dumbarton Rail Corridor. He asked what has changed and if there is something that has made staff more optimistic that there will be a positive outcome this time. He said he would hate to see a large expenditure of public funding and a series of public meetings for something that does not have the resources to do anything. Ms. Reggiardo said the growth on the peninsula has already outpaced what was predicted by the Metropolitan Transportation Commission as part of the last Plan Bay Area. This comes to play in ridership modeling by using the regional travel demand model, which is what is used to quantify the benefit of these alternatives.

Ms. Chan said the major difference between this exercise and the previous one is the previous exercise was limited to just the rail bridge. Staff wanted to take a comprehensive look at auto and rail bridges, and whether this project can be phased. The cost estimate from the last study was \$600 to \$800 million. The question is if this can be done in phases and if it would help with traffic congestion relief.

Director Johnson said Dumbarton Rail has always been part of the Transportation Expenditure Plan (TEP). He asked if there have ever been traffic congestion measures on the Dumbarton Bridge and if they have been identified as part of the TEP. Ms. Chan said the Dumbarton Rail Project was not part of the 1988 Measure. There was a reallocation from grade separation to the Caltrain category to look at it. The Dumbarton Bridge is not totally in San Mateo County. In the 2004 Measure there was some additional funding to look at station improvements on the rail stations on the San Mateo County end. There is about \$30 million allocated in the 2004 Measure for that. There may be some projects that come out from this that are consistent with the 2004 Measure.

Director Nihart asked if there is any hope that there is movement in Alameda County joining in this project. Ms. Reggiardo said the Alameda County Transportation Commission is one of the project partners and are at every team meeting.

Director Nihart asked if there is political will from Alameda County for this project because that is why this ended the last time.

Ms. Chan said there is funding in Alameda County's Measure AA for the Dumbarton corridor. For approaches improvements and roadway improvements there would be funding from Alameda. The other reason for a more comprehensive approach, staff wanted to see what types of projects would come from this study in the event additional funding sources are identified.

Director Horsley said Bay Area Rapid Transit (BART) is an older system with antiquated technology. One of the criticisms is that they have done extensions without upgrading the equipment. To talk about upgrading rail and BART when they have serious financial problems is counterintuitive. He asked if this is an either/or situation. He said Facebook is interested in a commuter rail from the East Bay, but they are interested in light rail.

Ms. Reggiardo said BART was screened out. Staff looked at it initially because public comments suggested staff at least look at that option, but it did not pan out from a cost perspective.

Ms. Chan said the commuter rail will actually start at the Union City BART station location, but it won't be BART and it won't be using the BART tracks, it is just a starting point on the East Bay side. Staff will clarify the statement in future presentations to avoid confusion with BART service.

Update on State Legislative Program

Gus Khouri, Khouri Consulting, said the Governor signed 900 bills into law and vetoed 159.

Mr. Khouri said Assembly Bill (AB) 2030, which allows SamTrans to pursue supplies and materials under \$150,000 without having to go out to bid, was signed into law.

Mr. Khouri said AB1889 was signed and with the continued sale of bonds in the future funding will be received to fully electrify Caltrain.

Mr. Khouri said AB2126 is for the Construction Manager General Contractor procurement method and will allow the California State Department of Transportation to work with the private sector for design and engineering purposes before starting a project. This will provide flexibility in pursuing a different procurement method that would result in cost and time efficiencies for the Highway 101 congestion management project.

Mr. Khouri said there are several funding proposals for transportation, but there has not been much action because the Governor, Assembly, and Senate have various proposals that rely on gas taxes. Caucuses in both houses are not interested in voting

for gas tax increases in an election year. There is one proposal that relies on vehicle license fees.

Mr. Khouri said the Federal Aviation Administration has a different perspective on the Federal statute that pertains to local sales tax measures with respect to aviation fuel. They are trying to divert funding to airports to reduce gate fees for different carriers. The Self-help Counties Coalition is the lead agency working on this issue.

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

DATE AND PLACE OF NEXT REGULAR MEETING

November 3, 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

Ms. Cassman said the Board will meet in closed session.

Recessed to closed session at 6:11 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

Reconvened to open session at 6:19 p.m.

Ms. Cassman said no action has been taken.

The meeting adjourned at 6:19 p.m.

TA CAC Chair's Report

October 6, 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 September 1, 2016 without questions or comments.

(TA Item 4b) The CAC supported the Acceptance of the Statement of Revenues and Expenditures for August 2016, without questions or comments.

(TA Item 11a) Following a brief update of San Mateo County's Coastside Beach Shuttle Service from Joel Slavitt, Manager of Programming and Monitoring, the CAC supported the approval of Application, Programming and Allocation of \$78,563 in New Measure A Local Shuttle Program Funds for the Coastside Beach Shuttle for Fiscal Years 2017 and 2018.

(TA Item 11b) Pursuant to receiving a detailed explanation by April Chan, Chief Officer, Planning, Grants and the Transportation Authority concerning the significance of allocating additional funding to the 25th Avenue Grade Separation Project in the City of San Mateo, the CAC voted to support the Programming and Allocation of Measure A Funds for the Project and Amendment of the Fiscal Year 2017 Budget by \$65.3 million for a total FY 2017 Budget of \$167,834,460 to fund the City of San Mateo's project. With this vote, the CAC also understood that the Executive Director or his designee may take any actions necessary to program and allocate the subject funding, including the execution of agreements with the City of San Mateo and the Peninsula Corridor Joint Powers Board (JPB) to provide funding to complete the right of way and construction phases. Ms. Chan also informed us that there are future land transfer matters associated with the project that will need to be negotiated between the TA and the City of San Mateo.

(TA Item 12a) As part of a series of program reports, the CAC was given a comprehensive report on the Dumbarton Transportation Corridor Study by Melissa Reggiardo, Project Manager for the Study. The CAC was given information on the Study's partners, the scope of work, the outreach at major milestones and the Study's goals. Ms. Reggiardo gave the CAC details on the Initial Rail Bridge Alternatives, as well as the Initial Highway Bridge Alternatives, advising the CAC of the both short term and long term approach packages concerning same, in addition to the next steps in the process. Although members of the CAC

expressed positive comments on utilizing the Dumbarton Corridor with these potential new alternatives, there was some concern expressed about the potential disparate impacts on the minority populations adjacent to the corridor and asked if a thorough study on this subject will be done.

(TA Item 12b) Shweta Bhatnagar, Manager Government and Community Relations, gave the CAC a brief update on AB 1889 Assemblyman Mullin's bill pertaining to funding for High Speed Rail. On the federal level, the CAC was pleased to learn that measures were taken averting a government shutdown.

(CAC Chair's Report to the CAC)

In my own report to the CAC, I advised that the Metropolitan Transportation Commission (MTC) has endorsed local ballot measures sponsored by the City of Belmont, the City of East Palo Alto and the County of San Mateo, which are looking to get support from the voters to secure the necessary funding for a number of issues. Belmont is calling for a sales tax that would produce \$39 million dollars, with street repairs listed as a priority. East Palo Alto is calling for a sales tax that would generate \$54 million, with street repairs also listed as a priority. The County of San Mateo is calling for a 20 year extension of the current sales tax in order to generate an estimated \$1.6 billion with a broad eligibility for expenditures, but listing housing and transit services as its priorities.

I also reported to the CAC that according to the latest MTC annual ranking of the Bay Area's most congested freeway segments, the afternoon commute on US 101 from Menlo Park to Foster City has now jumped up two spots from being number 12 in 2014 to number 10 in 2015. The report also cited that the Bay Area's population rose to 7.6 million by the end of 2015, with nearly half of the region's 3.7 million jobs located in either San Francisco or Silicon Valley.

I concluded my report to the CAC by informing them that on Monday, October 3, 2016, a Contra Costa judge sided with Caltrain in a lawsuit, filed by the town of Atherton, the Transportation Solutions Defense and Education Fund (TRANSDEF) and the Community Coalition on High-Speed Rail that could have veered Caltrain's electrification plan off track. The judge agreed with Caltrain's argument that electrifying the local tracks does not inherently pave the way for the state's bullet train. Whether or not an appeal to this decision will be made by the plaintiffs remains to be seen...however, this recent judicial decision is deemed to be another "milestone" on the road to electrification of the Caltrain system.

(Staff Report to the CAC)

In Joe's report to the CAC, he advised the CAC that, after interviewing several applicants for several months, a final decision has finally been made on which applicants will be added to the CAC's open spots. Joe congratulated the returning CAC members and looks forward to the new additions to the CAC.

As a second part of his report to the CAC, Joe advised that there will be an upcoming public outreach meeting on the "101 Managed Lane Project". It will be held at the City of San Mateo's City Hall on Thursday, October 27, 2016 between 6 and 8 pm. Joe asked the CAC to help get the word out to the public. He also advised that information on this will soon be available on the Caltrans website with a link to the TA's website.

Respectfully submitted,

BARBARA ARIETTA
Chair, San Mateo County Transportation Authority, CAC