

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

**MINUTES OF MARCH 2, 2017**

**MEMBERS PRESENT:** E. Beach, M. Freschet, C. Groom (Chair), D. Horsley, K. Ibarra, C. Johnson, K. Matsumoto

**STAFF PRESENT:** J. Averill, J. Cassman, A. Chan, C. Fromson, J. Hartnett, J. Hurley, K. Kelly, M. Martinez, N. McKenna, M. Simon, J. Slavit, 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**

The February 28 report is in the reading file.

Director Karyl Matsumoto arrived at 5:05 p.m.

**APPROVAL OF CONSENT CALENDAR**

- a) Approval of Minutes of February 2, 2017
- b) Acceptance of Statement of Revenues and Expenditures for January 2017
- c) Receive and File the Comprehensive Annual Financial Report for the Fiscal Year Ending June 30, 2016

Motion/Second: Johnson/Horsley

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

**PUBLIC COMMENT**

None.

**CHAIRPERSON'S REPORT**

Chair Groom said the TA is accepting applications for five seats on the CAC. All applicants must be residents of San Mateo County. Applications are available on the TA website and are due May 5 with appointments expected to be made at the June 1 Board meeting.

Director Don Horsley said the Highway Capital Improvement Program Subcommittee (Horsley, Johnson, Matsumoto) met on March 1. There is a financial shortfall of almost \$1 billion. The policy consideration that was raised at the February Board meeting was the potential of bonding in order to do more projects up front or to do internal funding with the question about how to repay this funding. In future meetings, the subcommittee will discuss potential costs, schedule, and the process of financing, whether the Board should decide to pursue this option, and how to achieve some level of geographic equity within the Measure A Program if highway funds are only focused on congestion hot spots. One way to potentially achieve geographic equity would be to use other programs such as the Bicycle and Pedestrian Program.

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

The March 1 report is in the reading file.

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

The March 2 report is in the reading file.

**REPORT OF THE EXECUTIVE DIRECTOR – J. HARTNETT**

**Peninsula Corridor Electrification Project (PCEP) Full Funding Grant Agreement (FFGA) Update**

Jim Hartnett, Executive Director, said the Federal Transit Administration (FTA) deferred the decision to approve or deny the FFGA, but stated the FFGA could be signed if the grant is allocated funds in the president's budget, which could be submitted by June 15 at the latest or as early as April. All regulatory and technical requirements have been completed as well as the mandatory 30-day Congressional waiting period. \$73 million in previously appropriated Core Capacity Funds has been allocated. No pending Core Capacity Grants are in the same status as the Caltrain grant. No FFGA with the level of rating this grant has been awarded has ever not been signed. A Limited Notice to Proceed (LNTP) was issued last July to Balfour Beatty and Staddler. March 1 was the date that was negotiated as the farthest out as possible with the intent to authorize the Full Notice to Proceed under both contracts on March 1 with the execution of the FFGA. For any delay past March 1 there was no obligation for the contractors to hold contract prices. Staff negotiated an extension through June 30 with both contracts for continuation of the LNTP period. In order to extend the LNTP and keep the spending within the amounts agreed, design and related work has been slowed down. The extension of the contract was the cheapest alternative that could be derived. The other alternative would be suspension of the contract, but would have substantial financial consequences. Termination would also have the same consequences. A potential cost of up to \$20 million could be incurred because of the extension, but that cost is authorized under the LNTP. This \$20 million is in the contingency amount set within the Executive Director's authority.

Director Cameron Johnson said it seems the action to defer the FFGA was in response to the Republic House members' request for a full accounting or audit of California High Speed Rail Authority (CHSRA). He asked how the accounting of CHSRA plays into the situation. Mr. Hartnett said United States Department of Transportation Secretary Elaine Chao understands that despite the characterization of this, it is not a CHSRA project and that the application is in Caltrain's name for the enhancement of the capacity of the rail system. The political side is hard to predict. Secretary Chao was only in office for a couple of weeks at the time this was presented or available for execution and the White House is not fully staffed. In this transition there are some challenges in decision making. Staff is continuing to talk about the merits of the program and the jobs that will be created in California and elsewhere. There is bipartisan support. A Republic senator in another state has indicated he will advocate on behalf of the project. Staff is working to get others to enhance the bipartisan context and stress the importance of job creation.

Mr. Hartnett reported:

- The construction contract for the State Route 92/El Camino Real Interchange Reconstruction Project in the city San Mateo was executed with Ghilotti Construction on February 14. A preconstruction meeting will be held on March 9. Construction is expected to run through March 2018. The construction phase of the project is \$21 million of which \$16.2 million is funded with Measure A funds.
- The construction contract for the Highway 101/Willow Interchange Reconstruction Project in the cities of East Palo Alto and Menlo Park was awarded to the joint venture of OC Jones/Disney Construction. The execution of the contract is expected by the end of this week. Pacific Gas and Electric is currently on site doing advanced relocation of overhead power lines that are in conflict with some of the early interchange construction activities. The \$64 million construction phase is being fully funded with Measure A funds. Construction is scheduled to start this spring and run for 2.5 years.
- The San Mateo City Council will receive an update on the Highway 101/ Peninsula Avenue Interchange Project at their meeting on March 20. The update will include ongoing discussions and coordination with Burlingame on the potential expansion of the scope of the environment assessment and the potential for additional public outreach.
- On February 24 Governor Jerry Brown sent a letter to the president with a list of 10 high-priority infrastructure projects pursuant to the Presidential Executive Order to expedite environmental review and approval. The Highway 101 Managed Lanes Project was listed.

## **FINANCE**

### **Amend the Fiscal Year (FY) 2017 Budget to Increase the Grade Separation Program Category by \$3.85 Million for a Total FY2017 Budget of \$171,555,679 to Fund the Broadway Grade Separation Project**

Joel Slavit, Manager, Programming and Fund Programming, presented:

- History and need
  - The TA allocated \$1 million for the Broadway Grade Separation Project Study Report (PSR) in November 2013
  - Purpose of project is to improve traffic safety, reduce congestion, and improve railroad operational efficiency
- Funding request: \$17.75 million
- PSR alternatives and cost estimate
  - A. Partially elevate railroad, partially depress roadway: \$250 million (preferred)
  - B. Partially elevate roadway, partially depress railroad: \$465 million
  - C. Railroad at-grade, depress roadway: \$345 million
  - D. Railroad at-grade, elevate roadway: \$370 million
  - E. Roadway at-grade, depress railroad: \$910 million
  - F. Roadway at-grade, elevate railroad: \$496 million
- Order of magnitude funding plan – city of Burlingame will be seeking matching funds from a combination of local, State, and Federal sources to leverage Measure A funds
  - PSR: \$1 million
  - Preliminary engineering/environmental (PE/ENV): \$4.35 million

- Final design: \$13.4 million
- Right of way: \$24.95 million
- Construction: \$207.3 million
- Total: \$251 million
- Project schedule assumes construction will start after the electrification project is completed
- Meets evaluation criteria
  - Project provides vital safety and circulation improvements
  - Implements second highest ranked priority grade separation in the State's Public Utilities Commission 190 listing (number one priority for northern California)
  - Can alleviate congestion and traffic queuing that extends to Highway 101 and reduce emergency services response times
  - The PSR is complete and the city is ready to proceed with the PE/ENV work
  - Leverages a \$500,000 proposed local funding match
  - Improves access to the Broadway commercial district supporting economic development
- Next steps
  - Board to program and allocate \$3.85 million
  - March 15: Burlingame Council mid-year budget amendment to secure \$500,000 of local match
  - TA to execute funding agreement with Burlingame and the JPB

Director Matsumoto said this has been going on for a long time. She asked if staff will come back for more money. Mr. Slavitt said funding is requested a phase at a time. As the project continues the sponsor will ask for more money.

Director Johnson said grade separations are very expensive and take a long time. He asked if it makes sense to do these simultaneously in order to get economy of scale. He asked if there are thoughts about how to achieve cost containment. Mr. Slavitt said the guiding principles state that one evaluation criterion is the sponsor has to bring a significant amount of other funding sources to leverage Measure A funds. The projection through the life of the Measure is there will be about \$150 million of Measure A funds for grade separations, so the TA is very limited in how much it can do. Staff is cognizant of the need to have projects that are cost efficient.

Director Horsley said it is important to do these projects. If these projects are not done and high-speed rail comes through the peninsula, because of the number of trains all the side streets would be jammed up. The delay is projected to be 24 minutes. Additional revenue has to be found because these projects must be done.

Director Emily Beach said people will have to be extremely bold and creative in this county in the years to come. She asked if there would be cost efficiencies or other benefits to do this in conjunction with electrification construction. April Chan, Chief Officer, Planning, Grants, and the TA, said it would be very difficult to catch up to the point needed to be able to construct both simultaneously. Once that opportunity is missed, the project will need to let electrification move on or it will add additional cost

to the electrification project. This project still has to go through environmental review as well as design, so construction on this project does not become feasible until electrification is almost done based on the schedule. Staff will look at all potential cost savings.

Director Ken Ibarra said these projects are not getting any cheaper or any easier. He said the San Bruno project was \$150 million. He asked if the funding is proportionate for the two projects leading up to construction. Mr. Slavitt said this is at the conceptual stage. Issues that need to be addressed are different from the San Bruno project.

Director Beach noted that these are projected dollars, not today's dollars.

Director Matsumoto asked if there will be eminent domain issues. Mr. Slavitt said there are right of way impacts with all of these projects. Those issues will be further flushed out as the project progresses.

#### Public Comment

Rich Hedges, San Mateo, said safety is an issue with this intersection. This project has to be done and people have to find a way to do all of these projects.

Ricardo Ortiz, Mayor, Burlingame, urged the Board to go forward with this. He heard a presentation that mentioned there will be two CHSRA trains and eight Caltrain trains every hour in each direction. This would significantly increase the gate-down time at Broadway.

Motion/Second: Horsley/Johnson

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

#### **Allocation of \$250,000 of Measure A Funds Previously Programmed for the Route 1 Calera Parkway Project for an Interim Traffic Mitigation Solution**

Joe Hurley, Director, TA Program, said the environmental document that was approved by California State Department of Transportation (Caltrans) in 2013 would widen Route 1 from four to six lanes. Shortly after, State and Federal lawsuits were filed against the project. There has been no progress, but the congestion continues to get worse. The city of Pacifica proposed an interim solution that would utilize the latest technology in an adaptive signal system for two intersections, Fassler Avenue and Reina del Mar Avenue, within the limits of the Calera Parkway Project. The city of Pacifica is requesting the TA fund the implementation of this project, which uses cameras and in-pavement loop detectors to try to maximize the efficiency of the system. There is recognition that this would be an interim solution with modest improvements. These improvements will not have the operational improvements that the Calera Parkway Project would have, but would address some of the congestion in the shoulder of the peak period.

Director Matsumoto said in 2012 this Board programmed \$4 million conditioned on two trigger items, the environmental clearing of the project and the desire of the sponsor to advance the project. She asked if the city still supports the advancement of the Calera

Parkway Project. The TA set aside these funds since 2012 and there are a lot of other projects that need to be funded.

Lorie Tinfow, City Manager, Pacifica, said in 2013 the city council planned to embark on a community engagement process once the environmental work was done. This was postponed because of the lawsuits that were filed. The city council has not changed direction with the plan to make these changes and use the funds.

#### Public Comment

Chaya Gordon, co-chair, Pacificans for Highway 1 Alternatives, said she supports the resolution and her group's supporters are happy to see this on the agenda. In the last two elections, the people of Pacifica have indicated a preference for a solution that does not involve widening Highway 1. More freeway lanes result in more cars, not less traffic. Intelligent signals are an excellent way to improve traffic flow. This is cheaper and faster to implement, safer for bicyclists, pedestrians, and vehicles, and does no harm to the scenic coastal area and endangered species.

Cynthia Kaufman, co-chair, Pacificans for Highway 1 Alternatives, said she is thrilled the city is supporting this. She thinks there will be a majority to stop the Calera Parkway Project. This is not the time to solve traffic problems by widening roads. It is time to move to public transportation. She hopes the TA will allocate some of the money that was put aside for this project into SamTrans to improve bus service.

Mark Stechbart, Pacifica, said the Environmental Impact Report shows this traffic mitigation solution won't work, and the vendor said this won't work. This will not help the commute, it will only help the shoulder. Pacifica is a single family car community. The roads need capacity. He said the TA should save the money.

Sue Digre, Pacifica City Councilmember, said she is a fan of intelligent traffic strategies. Whether it is noon or peak time, the traffic is dreadful. More and more companies are coming up with intelligent traffic solutions. She encourages all cities to incorporate this technology.

Director Horsley asked what the annual operating costs are. Van Ocampo, Director, Public Works, Pacifica, said it will be minimal. The gadget will be working in sync with the traffic control cabinet. The city will enter into an agreement with Caltrans. If there is a defect it will be easy to bypass the device. It will probably be \$500 to \$1,000 annually.

Mr. Hurley said there will be data collection prior to and after implementation. There will be quantifiable benefits with this system.

Director Beach asked for a more information about the modest improvements.

Mr. Hurley said signalized intersections are usually done on a cycle system. If no one is in the queue to make a particular movement, this technology will skip that stop and make it available to others who are waiting their turn. There is no reason to give a green light for a particular lane when there are five cars waiting at a red light in a different lane. This is the modest improvement that will take place during non-peak hours.

Motion/Second: Horsley/Ibarra

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

## **PROGRAM**

### **Capital Projects Quarterly Status Report – 2<sup>nd</sup> Quarter FY2017**

Mr. Hurley said the yellow marking for the State Route 92/ECR schedule is associated with the design phase and construction is about to be underway. A new schedule for the construction phase will come out, so this item will be re-baselined according to the construction phase.

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

Casey Fromson, Director, Government and Community Relations, provided the following update:

#### Federal

President Donald Trump told lawmakers that he wants them to approve “legislation that produces a \$1 trillion investment in infrastructure of the United States financed through both public and private capital, creating millions of new jobs.” He didn't answer the question of how the Federal government would pay for this plan.

Staff expects to see a skinny budget released by the Office of Management and Budget in mid-March. This could give some indication of high-level agency funding levels but more detailed budget information is not expected to be released until the April/May timeframe.

The current appropriations continuing resolution (CR) expires in less than two months. There may be another CR in FY2017.

#### State

Governor Jerry Brown, along with leadership in both Houses, publicly stated their desire to accomplish a deal on transportation funding by April 6. The different funding proposals in print so far remain the same as previously reported.

Senate Bill 1 is the farthest along and was heard in the Senate Transportation and Housing Committee on February 14 and passed eight to three. It then passed the Senate Environmental Quality Committee on February 21 by a vote of four to two. The bill now moves to the Senate Governance and Finance Committee and will be heard March 1.

February 17 marked the last day for legislators to introduce bills in the first year of the 2017-2018 Legislative Session. In total, 2,495 bills were introduced between the two Houses.

Assembly Bill 1613 is a spot bill in case legislation is needed to facilitate a funding option for the November 2018 ballot.

Senate Constitutional Amendment 6 would lower the vote threshold for local transportation taxes. The California Constitution subjects the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters. This measure would lower that threshold to 55 percent of voters for taxes for transportation purposes.

**REQUESTS FROM THE AUTHORITY**

None

**WRITTEN COMMUNICATIONS TO THE AUTHORITY**

No discussion.

**REPORT OF LEGAL COUNSEL**

None

**DATE AND PLACE OF NEXT REGULAR MEETING**

Thursday, April 6, 2017 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 6:07 p.m.