

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

MINUTES OF APRIL 6, 2017

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

STAFF PRESENT: J. Cassman, A. Chan, C. Fromson, J. Hartnett, J. Hurley, K. Kelly, 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

Written report was in reading file.

APPROVAL OF CONSENT CALENDAR

- a) Approval of Minutes of March 2, 2017
- b) Acceptance of Statement of Revenues and Expenditures for February 2017

Motion/Second: Horsley/Ibarra

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

PUBLIC COMMENT

Diane Bailey, Menlo Spark, said they appreciate the leadership coming from San Mateo County to fix the roadways, bring in more transit, and improve mobility. She said as work towards the November 2018 ballot initiative develops she wants to make sure there is a public process. Ms. Bailey said if there is public polling to be done that groups like hers, transportation and mobility advocates, would like access to the polling and help shape the questions before it goes to the public. She said they would like to see more funding go to public transit, safer bike and pedestrian routes and increasing non-single occupancy driver mobility.

Mark Simon, Chief of Staff, said staff is working extensively on a ballot measure. There is a large framework of programs that need to be done for SamTrans and major capital programs, including Dumbarton Corridor and Highway 101 Managed Lanes.

CHAIRPERSON'S REPORT

None.

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT – K. MATSUMOTO

The April 5 report is in the reading file.

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

The April 6 report is in the reading file.

REPORT OF THE EXECUTIVE DIRECTOR – J. HARTNETT

Jim Hartnett, Executive Director, reported:

- The 101/Broadway Interchange Reconstruction Project is nearing completion. This \$97.5 million project, funded with nearly \$70 million in Measure A funds, began construction in September 2014. This will conclude the major traffic shifts associated with the project. Remaining construction activities include completing utility relocation, constructing final access to businesses on the east side of 101, and landscaping. The TA staff, California State Department of Transportation, Burlingame and the contractor are developing an event in September to celebrate the completion of the project.
- Community meetings have been scheduled to discuss the proposed 101/Peninsula Avenue Interchange Project. The project, sponsored by the city of San Mateo, proposes to add southbound on- and off-ramps at Peninsula Avenue. Because of the proximity of the project and the strong interest from Burlingame, there will be a meeting in each jurisdiction to solicit input from the communities regarding issues and concerns that should be explored and addressed during the environmental process. The meetings will be held in San Mateo on May 3 and in Burlingame on May 16.
- TA staff has been working with staff of local jurisdictions along the 101 corridor to explain the proposed 101 Managed Lanes Project and to understand their concerns with implementation. Two community meetings will be held; May 31 in San Mateo and June 5 in Redwood City, both at the City Halls.
- The Board allocated \$65.3 Million to the 25th Avenue Grade Separation project in October 2016. City of San Mateo is the sponsor of the project, while Caltrain is the project lead. Caltrain has since advertised the project for construction, and is scheduled to award the construction contract at the June 2017 Caltrain Board meeting. At the time of allocation, staff mentioned that the Project also requires the conveyance of approximately 3.7 acres of real property that is owned by the TA. Staff will continue to report on a regular basis the progress of the Project, and at the appropriate time, bring an action of conveyance recommendation when the Project is near completion.
- Staff is requesting a 2- to 3-month postponement of the semi-annual Measure A fund balance report that normally would have been submitted. Staff is taking a comprehensive look at all allocations and expenditures from previous and current sales tax measure. The completed and updated report will be available to the Board for either the June or July meeting.
- The electrification project (PCEP) is \$1.98 billion of which \$647 million is scheduled to come from the Federal Transit Administration (FTA) Full Funding Grant Agreement (FFGA). The grant is qualified; all the statutory and regulatory requirements have been met, and is eligible to be signed. Based on the history of the grant program, this grant would be signed in the normal course. If it is not signed it would be the first grant to reach all the requirements and have the recommendation of the FTA to not be signed. With the change in administration, the signing of the grant was deferred until the president's budget comes out. If the funding is in the budget the FFGA will be signed. If it is not it will not be signed. Staff is aggressively pursuing all avenues to ensure this is in the president's budget. There is tremendous national, State and regional support. The national concern is if Caltrain doesn't get the grant then no one else that is

in the queue will get one either. There are national associations lobbying for this project because of the importance of it. If the PCEP is not in the president's budget in May there is still a possibility that it could ultimately be in a budget adopted by Congress. Congress has not adopted the FY2017 budget. They are poised to adopt portions of it at the end of April or early May. Staff is best suited to have the FFGA signed by June 30, the date in which the contracts have been extended to. If the FFGA is not signed by June 30 staff cannot proceed without the \$647 million coming from other source or sources. There is tremendous support and involvement from the State, the region and local partners. On April 4 the president said "he doesn't want to send \$1 billion to New York and find out five years later the money was never spent because we are going to be very strong that it has to be spent on shovels, not on other programs. He also went on to say that if you have a job that can't start within 90 days we are not going to give you the money for it." The shovels are ready to go in the ground for this project and fit right into the president's goals.

Director Emily Beach asked if the Semi-Annual was internal discovery or external auditing. Mr. Hartnett said internal.

FINANCE

Reprogram and Allocate \$1,250,000 of Measure A Funds to Support Environmental Review and Construction of the Highway 1 Mid-Coast Congestion and Safety Improvements Project

Joe Hurley, Director, TA Program, said at the request of San Mateo County, the project sponsor, the Board programmed \$1.5 million for the planning, environmental and design phase of the project. He said upon the completion of the preliminary planning study there were a number of alternatives along the seven-mile stretch of the mid-coast of San Mateo County that looked to make safety improvements for pedestrians crossing Highway 1 and congestion relief components for motorists travelling along Highway 1. Mr. Hurley said there was a whole array of solutions that were developed, including raised medians, crosswalks with flashing beacons, left turn pockets, signalized intersections, and acceleration and deceleration lanes. He said as part of this effort there was an extensive public outreach to the communities to solicit their input to understand what was important to them. Through the process there was pushback on some of the alternatives, but there was broad consensus on improvements at Grey Whale Cove just south of Tom Lantos Tunnel. Mr. Hurley said this is an area that experiences a lot of activity to beach access and trail heads along the coast. He said with this specific location the smaller scope afforded staff the opportunity to do a Permit Engineering Evaluation Report (PEER). This is something the California State Department of Transportation allows for smaller projects that are not complicated that can be quickly implemented. Mr. Hurley said by being able to use the PEER process it will save time and money. Staff would like to move forward with the PEER process and fund it and use the savings from this project to make available for the construction phase of the project. There will be \$650,000 savings from the initial allocation.

Director Don Horsley said constituents on the Coastsides wanted safe crossings. A series of public meetings were held and a consensus could never be reached. He said people complained that crosswalks are too visible and people didn't want flashers

because they wanted dark skies. Director Horsley said the one crossing that incorporates pedestrian safety is at Grey Whale Cove. There is a large parking lot on the east side and people walk across the road dodging cars.

Director Ken Ibarra asked what the construction cost is. Mr. Hurley said \$1 million.

Director Karyl Matsumoto asked if there is buy in from the locals. Director Horsley said yes.

Motion/Second: Horsley/Beach

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

Programming and Allocation of \$43,827,600 in Caltrain Program Category Funds for the Peninsula Corridor Electrification Project (PCEP)

April Chan, Chief Officer, said this action is to redirect funding from the South San Francisco Station Project (Project) and reprogram and allocate to PCEP to ensure the program will be eligible for the FTA Core Capacity Funds. She said this action was supposed to come before the Board in March, but staff wanted to make sure that MTC had programmed the funding to the Project before proceeding. The funding plan for PCEP includes about \$350 million of FTA formula funding. MTC had programmed Section 5337 funds for the replacement of the diesel fleet to EMUs. Ms. Chan said FTA said 5337 funds cannot be programmed for this purpose and in order to comply and make sure the project was eligible for the FTA Core Capacity funding staff worked with MTC. MTC said a total of \$43 million needs to be reprogrammed. This action will do is redirect a total of \$38 million from the Project and allocate to the electrification program. She said MTC would program \$38 million to the Project and the remaining \$5 million would be a fund swap with MTC.

Director Matsumoto asked about Capital Investment Program (CIP). Ms. Chan said the CIP is the umbrella program that provides discretionary grants to large expansion projects.

Director Beach said back on December 1 there was \$27 million programmed and between then and now there is another \$15.9 million and asked what has changed at MTC that this additional money is needed. Ms. Chan said originally that was the dollar amount MTC was programming in the 2016 Transportation Improvement Program. Since then additional FTA formula funding has been identified that MTC wanted to give to PCEP, but because of the FTA requirement MTC wanted to do another fund swap.

Public Comment

Mike Futrell, City Manager, South San Francisco, said with this action the South San Francisco Caltrain Station will be held harmless and made whole and the money will be available to proceed with the Project. He said construction bids will go out in the next seven to 14 days and hope to break ground this summer. Mr. Futrell said the City has put up \$7.2 million to the South San Francisco project.

Motion/Second: Matsumoto/Ibarra

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

PROGRAM

Highway 101 Corridor Managed Lanes Project

Leo Scott, Project Manager, Gray-Bowen-Scott, reported:

- Background
 - Caltrain Electrification will not fully address projected demand
 - SamTrans is studying express bus service on the Highway 101 corridor
 - Santa Clara Valley Transportation Authority (VTA) is in final design to create a two plus High Occupancy Vehicle (HOV) express lanes from south of Interstate 85 to the San Mateo County line
 - San Francisco County Transportation Authority is studying an extension of the 101 managed lanes into San Francisco
 - MTC is planning to improve and increase Park and Ride lots
- The problem
 - Jobs, housing and population continue to grow throughout the corridor
 - Vehicle trip demand is projected to grow 4 to 7 percent by 2020
 - Travel-time in congestion is two times longer than in free flow conditions
 - Congestion is bad in both directions during commute hours
 - Carpools and buses are delayed by the congestion so there is limited incentive to share a ride
 - Cars leave the freeway, causing congestion on adjacent city streets
 - Travelers can't plan trip time well because travel times vary
 - No single solution to relieve congestion
- A slide of the bottlenecks and congestion back-ups during the morning and evening commutes was shown.
- Project purpose
 - Reduce congestion in the corridor
 - Encourage carpooling and transit use
 - Provide managed lanes for travel-time reliability
 - Minimize operation degradation of general purpose lanes
 - Increase person throughput
 - Apply technology and/or design features to help manage traffic
- Project limits is the end of the county line in the south to Interstate 380.
- Challenges
 - Find a solution quickly
 - Secure public and political support of the project
 - Secure the required funding
 - Minimize environmental impacts
 - Stay within the current right of way
 - Don't make congestion worse in the other lanes
 - Reduce regional car trips using the local street network
 - Build the project as soon as possible
- A large number of environmental studies have started or are starting.
- North of Whipple Avenue there are only general purpose lanes and south of Whipple there is a carpool or HOV lane. The difference is when a HOV lane is implemented there are hours of operation, requirements in terms of who is eligible, points of access and enforcement.

- This study is looking at adding an express lane. An express lane adds two features to an HOV lane, charges a toll to non-HOV vehicles and it adds a component of operation and maintenance cost.
- The alternatives being study in the project:
 - Alternative 1: No project which gives a baseline upon which all the other alternatives will be measured
 - Alternative 2: Extend current HOV lane up to Interstate 380 by connecting the auxiliary lanes that exist today and converting the interior median lane into an HOV lane
 - Alternative 3: Convert the existing median lane to an express lane
 - Alternative 4: This is much like alternative 2, but after auxiliary lanes are connected the interior lane is converted to an express lane.
- Preliminary design considerations are auxiliary lane replacement, right of way, environmentally sensitive areas and relocation of existing sound walls.
- Slides of the four alternatives were shown.
- Measures of effectiveness/screening criteria for the alternatives
 - Vehicle hours of delay
 - Change in travel times
 - Person throughput
 - Vehicle miles traveled
- Public engagement schedule:
 - Scoping meeting was held on October 27, 2016 at San Mateo City Hall
 - January through March 2017 outreach to city staffs
 - March 9, 2017 presentation to city managers
 - May 31, 2017 community meeting at San Mateo City Hall
 - June 5, 2017 community meeting at Redwood City City Hall

Director Cameron Johnson said he drove in the express lane on Highway 680. He said the rationale for an express lane is not enough cars qualify for an HOV lane. Mr. Scott said yes and can also control pricing of the lane.

Director Johnson said he appreciates the public outreach and asked what is the response given when the question of why people with money should be able to get to work faster by using the designated lanes. Mr. Scott said the benefit is to the entire corridor traffic, but a priority is given to carpools and buses. He said the lanes provide choices, but everyone benefits from the lanes.

Director Karyl Matsumoto asked why this project stops at Interstate 380. Mr. Scott said San Francisco is looking at how to extend and if there is width to widen. He said north of Interstate 380 would be a converted lane.

Director Matsumoto said the backup going south will affect people who are going to the airport. Mr. Hurley said the Board took action to allocate funding for auxiliary lanes from Oyster Point to the San Francisco County line. In partnership with San Francisco staff is looking at extending the managed lanes from Interstate 380 to the Interstate 280/Highway 101 Interchange and then onto Interstate 280 to 4th and Townsend streets in San Francisco.

Director Ken Ibarra said he is concerned about the bottlenecks at Highway 92. Mr. Hurley said staff has met with staff from the cities of San Mateo and Foster City. A preliminary study was done to see if there are alternatives the two cities can get behind and could submit for the next call for highway projects.

Director Beach asked what is driving the vehicle trip demand drop from 10 to 15 percent to 4 to 7 percent. Mr. Scott said initial numbers were preliminary and the new numbers are based on the demand model runs that have been done as part of the traffic study. The travel demand model is a model that is used by San Francisco County Transportation Authority that was developed regionally by the MTC. Mr. Scott said anytime a highway project is done the travel demand model is the basis for the forecast.

Director Beach d asked if the VTA HOV lanes and are considered in this study. Mr. Scott said two lanes are not part of the alternative set and the principle reason is space.

Director Beach asked if there has been any discussion on the increase in electric vehicles and the need to look at possibly requiring three people in a vehicle. Mr. Scott said the clean air vehicle numbers have increased and the legislation that allows them to use the HOV lanes continues. He said for the 237 Interchange Project VTA has observed that clean air vehicle use has caused a lane to fill up prematurely and a lot of single occupancy vehicles are free.

Director Beach asked if any alternative is getting more traction with the outreach that has been done. Mr. Scott said city staff's input has been what to avoid, but not at a point yet in the study to say what alternative should be done.

Director Maureen Freschet asked if express lanes operate all day and do HOV lanes have designated hours. Mr. Scott said today the HOV lanes operate from 5 a.m. to 9 a.m. and 3 p.m. to 7 p.m. and the express lanes would be the same. Mr. Scott said on the lanes MTC is implementing they are implementing them from 5 a.m. to 8 p.m.

Director Horsley asked about enforcement of the lanes. Mr. Scott said California Highway Patrol officers provide the enforcement.

Director Ibarra said he has been on Interstate 80 and almost everyone in the HOV lane is in violation.

Public Comment

Adina Levin, Friends of Caltrain, said she supports sustainable transportation. If the project doesn't go into San Francisco this could be a big problem. When people see that money will go into enhancing transit options they are more likely to support a project.

Director Beach said this is an important public process, but is concerned about putting precious transit dollars into widening the highway. She said she is concerned about alternatives 2 and 4 which are more evasive with right of way takes.

Approve Extending the Deadline for the City of San Carlos to Secure Remaining Funds for the Highway 101/Holly Street Pedestrian and Bicycle Overcrossing Project

Joel Slavitt, Manager, Programming and Monitoring, said this request from the city of San Carlos is to extend a deadline from March 3, 2017 to March 3, 2018 to secure the remaining funds needed to fill the funding gap for the construction of the Highway 101/Holly Street Pedestrian and Bicycle Overcrossing which is a condition for the city to receive \$1 million allocation from the last Pedestrian and Bicycle Program Call for Projects (CFP). Mr. Slavitt said when the Board made its awards from the last Pedestrian and Bicycle CFP in March 2016 it allocated \$1 million to the Highway 101/Holly Street Pedestrian and Bicycle Overcrossing which was the maximum funding award that can go to single sponsor with a condition that the City secure the remaining unmet funding need for the project within one year. He said since that time the City has been proactive seeking other grant sources to fill this funding gap. The City was successful in obtaining one grant and on a contingency list for another grant.

Mr. Slavitt said there currently is a funding gap of \$2,750,000. Mr. Slavitt said the City is looking at borrowing funds from other City sources as well as the option of debt financing to bridge the existing funding gap. The City is committed to constructing the project and any shortfall is covered. The City anticipates advertising both these projects together this summer with an award of construction contract by the end of 2017.

Director Johnson said the reason there is a deadline is bike and pedestrian projects shouldn't take that long, but it is part of a highway overcrossing project. The City has secured close to \$17 million of the \$20 million needed for the entire project.

Director Matsumoto asked if the city of San Carlos is going to guarantee the shortfall. Director Johnson said yes.

Motion/Second: Johnson/Horsley

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

Update on State and Federal Legislative Program

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

Federal

- The transportation bill is moving forward. Caltrain is a key project in the House and Senate bill transportation program.
- The president released a Skinny Budget that provides some indications of the administration's priorities. There has been a lot of push back from the transportation world because of the severely reduced funding for the Capital Investment Grant Program.
- A full budget is expected to be released in the May timeframe
- The FY2017 appropriations could provide some guidance for what Congress may expect. April 28 is the key date for the FY2017 appropriations.

State

The governor and the leaders of the Senate and Assembly have negotiated a transportation package that they are now aggressively seeking votes for. This package would provide funding for local roads and highways. A vote is expected in both chambers on April 6.

REQUESTS FROM THE AUTHORITY

Director Matsumoto said South San Francisco will be hosting a Water Emergency Transportation Association meeting on Wednesday, April 19 from 10 a.m. to 12 p.m.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

REPORT OF LEGAL COUNSEL

None

DATE AND PLACE OF NEXT REGULAR MEETING

Thursday, May 4, 2017 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

The meeting adjourned at 6:23 p.m.