

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

MINUTES OF SEPTEMBER 7, 2017

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

MEMBERS ABSENT: D. Horsley

STAFF PRESENT: M. Beveridge, J. Cassman, A. Chan, C. Gumpal, J. Hartnett, J. Hurley, M. Martinez, J. Slavitt

Chair Carole Groom called the meeting to order at 5:02 p.m.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Included in the Reading File.

APPROVAL OF CONSENT CALENDAR

- a. Approval of Minutes of August 3, 2017
- b. Acceptance of Statement of Revenues and Expenses for July 2017
- c. Reaffirm the San Mateo County Transportation Authority Investment Policy and Reauthorize Investment of Monies with the Local Agency Investment Fund

Motion/Second: Johnson/Freschet

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

Absent: Horsley

PUBLIC COMMENT

None.

CHAIRPERSON'S REPORT

No report.

SAN MATEO COUNTY TRANSIT DISTRICT LIASON REPORT – K. Matsumoto

Director Matsumoto reported the completion and approval of the negotiations with Amalgamated Transit Union (ATU) Local 1574.

JOINT POWERS BOARD REPORT – J. Hartnett

Mr. Jim Hartnett, General Manager/CEO, stated his Joint Powers Report is in the Board's Agenda Packet.

REPORT OF THE EXECUTIVE DIRECTOR – J. Hartnett

Mr. Jim Hartnett, Executive Director, stated his written report is in the Board's Agenda Packet.

APPROVE POLICY REVISIONS FOR MEASURE A HIGHWAY PROGRAM CALL FOR PROJECTS

Mr. Joel Slavit, Manager Programming and Monitoring, presented an outline and background of the Highway Capital Improvement Program (CIP). Within a 10 year shortfall (Fiscal Year (FY) 2016 -2025, the total project costs would amount to \$1,587 million; the total projected funding would amount to \$631million with a total shortfall of \$956 million. Mr. Slavit added the Key Congested Areas (KCA) is designated to receive 17.3 percent of revenue over the life of Measure A. Supplemental Roadway (SR) projects are designated to receive 10.2 percent of revenue over the life of Measure A. Highway projects not on the KCA list can only be funded as SR projects. Mr. Slavit presented a recommendation to continue funding calls prioritizing Pipeline projects, with a small set-aside (up to \$10 million) for planning and environmental work for other projects. The recommendation focuses on three points a) on completing projects already started, given constrained revenue sources; b) Pipeline projects with the greatest merit will be funded and c) provides a compromise between status quo and focusing funding to Pipeline projects in "hot spots" only.

Mr. Slavit outlined the proposed match requirement which will require a minimum funding match with future funding calls to better leverage Measure A investments. Options under consideration have a minimum of 10 percent match for all project phases, a minimum of 10 percent match prior to clearance and a minimum of 20 percent match for PS&E, Right of Way (ROW) and construction. New facilities (e.g. 101/Candlestick and 101/Produce) to include funding plan that shows match proportionate to the need generated from new development.

Mr. Slavit presented a recommendation that would require a minimum of 10 percent match prior to clearance, minimum 20 percent match for Planning Specifications and Engineering (PS&E), Right-of-Way (ROW) and construction. New facilities should provide match proportionate to the need generated from new development for PS&E, ROW and construction. The latter leverages constrained Measure A revenue. Sponsors can apply for other external funds in addition to using local funds as a match and new development pays its fair share to help mitigate for the needs it generates.

Next Steps:

- September 2017 - Action items recommended for policy revisions will be collected
- October 2017- Presentation on the release of the 2017 Highway Program Call for Projects
- November/December 2017 – Proposed reprogramming of inactive projects
- January 2018 – Information item on recommended project funding awards
- February 2018 – Action item for project funding awards

Director Cameron Johnson recommended some additional language to be included by legal for clarity because of the current flexibility in the context of the resolution. Legal Counsel Joan Cassman agreed. Ms. Cassman stated that it looks like there is another standard on new facilities and we should call that out in the resolution once the Board has determined what the context should be.

Chair Groom additionally requested to have some clarity on what kind of project and what kind of match, and hopes it would either be local, federal or state. She believes additional information will provide a better understanding of how much money the TA is looking for and how much money the TA would spend and believes the Project applicants would have a better idea as well.

Mr. Hartnett stated there might be confusion on what "match" means. He defined the word "match" meaning "any money that is not TA money."

PUBLIC COMMENT

Mr. Paul Krupka, San Mateo, is a professional engineer and an independent transportation consultant and a 30-year resident of San Mateo County. Mr. Krupka stated he is very appreciative of the Board and the Transportation Authority Measure A Program. Mr. Krupka is also the project manager for Redwood City -101 Woodside Road Project and he believes that the revisions are quite prudent and pragmatic. He stated he had some conversations with Joe Hurley and Joel Slavit about this and had some input which was very helpful with regard to the Redwood City project. Mr. Krupka thanked the Board and staff (especially, the Committee Members and April Chan). He feels that we all are taking good care of the county's money.

Director Beach expressed concerns about placing more artificial constraints on what we can do locally and make good intelligent decisions as far as the match funding is concern. She stated the Board should think about cities that may not have access to these matching funds. Smaller cities may have a really important project but they might not have a really huge general fund to contribute to it or they might not have enough visibility on their project that will get the attention of Regional Measure 3 (RM3) or Senate Bill 1 (SB1). Director Beach feels it might have some unintended consequences.

Director Ken Ibarra stated Director Beach brought some really good points and for 20 years he has seen projects where no one knew where the funding was coming from, he believes Measure A is a good source for funding. Director Ibarra added that they need to be as flexible and thanked Director Beach.

This item will come back to the Board next month.

PROGRAM REPORT: TRANSIT – DUMBARTON TRANSPORTATION CORRIDOR STUDY

Ms. Chan reported the Dumbarton Transportation Corridor Study is being led by SamTrans.

SamTrans partnered with the following entities:

- ACTC - They are providing the Dumbarton Express
- City of Newark
- City of Fremont
- City of Union City
- City of Menlo Park
- City of Redwood City
- City of East Palo Alto
- Caltrans - They are the owner of the car bridge Route 84
- MTC (Metropolitan Transportation Commission)
- Facebook – They are funding the study

Ms. Chan reported the environmental review process on the Dumbarton Rail Corridor was put on hold because the funding was not there to fully fund the project. As a result, SamTrans decided to take a fresh look since this Corridor has gotten more congested because increased employment and the West Bay has accumulated a significant amount of traffic coming from the East Bay. She stated funds for the rail corridor expanded the focus and the Study now includes Route 84 Highway.

Ms. Chan reported that when they started this study they wanted to be agnostic in terms of who will be taking the eventual lead of the projects. They recognize the highway bridge is owned by Caltrans and MTC has jurisdiction over it because of its toll facility. The rail bridge is purchased with TA funds, but it is owned by SamTrans and therefore they are conducting the study.

Ms. Chan reported on bus and approach improvements.

- Short-term (2020)
 - Expand Dumbarton Express bus on Highway Bridge – increase frequency
 - Approach improvements
- Impact
 - \$51 million capital, \$12 million in Operating and Maintenance Cost (O&M) and an increase of 13,700 daily Transbay riders (34 percent increase)

Ms. Chan stated in the short-term 2020, Facebook asked SamTrans to study an option to include a bike pedestrian multi-use path from Redwood City to East Palo Alto (Overpasses at Willow, Marsh, University, US-101). The initial preliminary cost would be \$60 million investment with approximately \$53,000 in Operating and Maintenance (O/M) cost.

Ms. Chan reported the following recommendations for 2020:

- Expand Dumbarton Express bus including new routes to Menlo Park/Redwood City and Mountain View/Sunnyvale - looking at what we can do in terms of increasing

the amount of the express buses that can come across the highway bridge and what we can do to make bus riding more competitive with the car and increasing the frequency of that Dumbarton express bus

- Make approach improvements - looking at more approach improvements both East and West Bay, connecting traffic and then going over a grade separation. The TA is also proposing a fly over that will connect directly onto the 101. In the longer term the Study is recommending even more Express buses because once these improvements have been made, it is going to make SamTrans more competitive.
- Impacts - \$51 million investment cost, \$12 million O&M, there will be a 34 percent increase in transit. The involved entities would include AC Transit, ACTC, MTC, Caltrans, cities, etc.
- Not recommending construction of the bike-pedestrian multi-use path due to the rail right-of-way (ROW) limitations.

Recommendations for express lanes on the highway bridge for the 2025 – 2035-time frame.

- Mid-term (2025)
 - Convert #1 lane to toll lane in each direction
 - More approach improvements east and west bay (flyovers, grade separations, etc.)
 - Connect rail ROW to US 101 via flyover
- Long-term (2030)
 - Further enhanced Dumbarton Express bus
- Impact
 - \$849m capital, \$20m O/M in mid-term
 - \$82m capital, \$14m O/M in long-term
 - ~21,300 daily Transbay riders (147% increase)

Recommendations for the rail shuttle on rail bridge

- Mid-term (2025)
 - New double-tracked rail service from Redwood City (RWC) to Newark, not "interlined" at Caltrain
- Long-term (2030)
 - Further extend rail to Union City
- Impact
 - \$975m capital, \$23m O/M (for Rail Shuttle to Newark) in mid-term
 - Additional \$295m capital, \$32m O/M (to extend to Union City) in long-term
 - ~15,600 daily Transbay riders (81% increase)

Recommendations for 2025

- Improve the Highway Bridge and Approaches
 - One express lane in each direction

- More approach improvements east and west bay (flyovers, grade separations, etc.)
- Buses use ROW to US-101 flyover
- Rail service on the rail bridge
 - Rail Shuttle to Newark (double-tracked bridge)
- Impact
 - \$1.8b capital, \$44m O/M
 - Involved entities: Caltrain, UP, ACTC, MTC, Caltrans, STB, cities, etc.

Recommendations 2030

- Further enhanced Dumbarton Express bus service
- Extended rail service
 - Rail Shuttle from Newark to Union City
- Impact
 - \$377m capital (in addition to \$1.8b in 2025), \$46m O/M
 - Involved entities: Caltrain, UP, ACTC, MTC, Caltrans, STB, cities, etc.

Ms. Chan stated this will help increase the public transit ridership.

Rail commuter on rail bridge, double-track 2035

- Longer-term (2035 or beyond)
 - Interline with Caltrain
 - Better connect to ACE, Capitol Corridor
- Impact
 - \$327m additional capital, \$38m O/M
 - ~23,300 daily Transbay riders (270% increase) paired with express lanes on Highway Bridge
 - Involved entities: AC Transit, Caltrain, UP, ACE, Capitol Corridor, MTC, etc.

Ms. Chan described in terms of the rail bridge, SamTrans is recommending using a study that was completed several years back that included creating a shuttle rail service between Redwood City and Newark (every 15 minutes) and at some point, further extending service to Union City.

Ms. Chan stated the long term goal within the 2035-time frame is to make a seamless transition between the Dumbarton Rail Service and an Interline with Caltrain on the west bay, and connect an interline with Altamont Corridor Express (ACE) and Capitol Corridor on the East Bay.

Ms. Chan presented funding challenges and opportunities:

- Use existing local funding: Measure A (San Mateo County), BB (Alameda County)
- Seek state, regional funding: SB1, RM3, etc.
- Solicit private contributions
- Pursue federal, state grants and financing

- Explore value capture
- Identify project elements attractive for P3
- Consider other alternative packages or phasing based on available funding
- Partnerships: ACE, State, Caltrans, etc.

Ms. Chan reported SamTrans has expanded the public meetings/public outreach in the East Bay next week and at the end of September in Menlo Park in the Belhaven area. SamTrans has been conducting briefings at different city council meetings through the end of this month and expanded public comment from 30 days to 45 days. In the October-November time frame they will review and respond to public comments, incorporate changes to final recommendations, if appropriate and plan to take to the SamTrans Board for approval in November or December.

Director Matsumoto strongly requests adding the bike and pedestrian path.

Chair Groom concurred with Director Matsumoto's request. She believes if there is not a potential solution, the environment community will follow us with no end and we might end up constructing something that is not exactly right. Chair Groom believes we should provide a potential solution and/or an option for bicycles and pedestrians.

Director Beach echoes Chair Groom and Director Matsumoto's comments on the bike-pedestrian path. She conveyed everything they said makes great sense and the one thing she would like to add is we look at this project and she heard Ms. Chan say we must increase the public transit ridership. She added if we have a safe alternative Last Mile connection, this is the goal to inspire more people to take public transit connections.

CAPITAL PROJECTS QUARTERLY STATUS REPORT 4TH QUARTER FY 2017

Mr. Joe Hurley, Director TA, recognized Ms. Pam Kwan, TA Project Manager, who in her short time at SamTrans has done a significant amount of hard work on the preparation of this Quarterly Status Report.

Mr. Hurley presented on the Woodside Road Interchange Project. He stated the budget on this project for the design phase went to yellow. Because additional design cost was incurred above what the TA had allocated funding for. Mr. Hurley stated that on a positive note, since this reporting period, the City of Redwood City has secured an additional \$1.5 million therefore the design phase is fully funded. He reported that the Holly Interchange Project has gone to red because the City of San Carlos is working on opportunities to go ahead with the pedestrian overcrossing and are still trying to secure the necessary funding.

GENERAL COUNSEL REPORT

General Counsel Cassman said there have been recent developments in the Pacifican lawsuits and she anticipates a closed session for next month.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

None.

REQUEST FROM THE BOARD

Director Matsumoto said a City of South San Francisco shuttle has been replaced with a low floor which makes it easier for wheelchairs and now has enough room for two bikes in front. She said there is a stop request system to see where the shuttle is located.

Ms. Chan said there will be a shuttle workshop hosted by SamTrans at the end of this month.

DATE AND PLACE OF NEXT REGULAR MEETING

Thursday, October 5, 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 6:30 p.m.