

**CITIZENS ADVISORY COMMITTEE (CAC)**  
**SAN MATEO COUNTY TRANSPORTATION AUTHORITY (TA)**  
1250 San Carlos Avenue, San Carlos CA 94070  
Bacciocco Auditorium, 2<sup>nd</sup> Floor

**MINUTES OF JANUARY 30, 2018**

**MEMBERS PRESENT:** B. Arietta , D. Bautista, K. Bond, A. Chen, K. Chin, J. Fox, R. Hedges, K. Kuklin, J. Londer, O. O’Neill, S. Stamos, W. Warhurst

**MEMBERS ABSENT:** E. El-Dardiry, S. Scruggs,

**STAFF PRESENT:** C. Gumpal, C. Fromson, J. Hurley, J. Slavitt

Chair, Barbara Arietta called the meeting to order at 4:36 p.m.  
Cindy Gumpal, Assistant District Secretary, served as recorder.  
Member Richard Hedges attended via teleconference.

**APPROVAL OF THE DECEMBER 5, 2017 MEETING MINUTES**

Joe Hurley noted that the December minutes are not yet available due to staff changes. No vote taken at this time and minutes will be distributed at a later date.

**PUBLIC COMMENT**

None

**GET US MOVING SAN MATEO COUNTY**

Casey Fromson, Director, Government and Community Affairs, said we know that we need to invest more money in public transit, and the *Get Us Moving San Mateo County* effort lets the voice of anyone in San Mateo County be heard.

Factors contributing to the need for improved and expanded public transit include:

- o Projections: Population growth of 26% (900,00) between 2010 and 2040, population growth of age 65 and over 137% by 2040, thousands of new housing units geared toward public transit riders, paratransit ridership growth from over 320,000 rides in 2010 to over 1 million expected rides in 2040
- o Transportation challenges: Aging transportation systems, some of the worst traffic in the country, Caltrain is already packed, bridges are clogged, bicyclists and pedestrians require direct routes, seniors and people with disabilities need support

Ideas to relieve congestion, improve transit, and help the environment:

- o Dumbarton Hwy/Rail Plan Recommendations
- o Caltrain Modernization: Fast, Frequent, Electric Train Service
- o US 101 Managed Lanes and US 101/92 Interchange Improvements
- o Senior and Youth Mobility Plans Recommendations
- o Fix Local Streets and Roads
- o Railroad crossings (Separate roads from rail lines “Grade Separation”)
- o Bike/Ped Increase in Options
- o Express Bus Service

- o Electric Bus Fleet Conversion
- o Coastside Transit Study Recommendations
- o Expanded Ferry Service

Solutions will require investment. A few estimates include:

- o Caltrain Operations (\$20M per year)
- o SamTrans Operations (\$25M per year)
- o Dumbarton Corridor (\$2B total)
- o Caltrain Modernization 2.0 (\$400M San Mateo County Share)
- o US 101 Managed Lanes (\$500M total)
- o US 101/92 Interchange (\$16-\$160M total)

Opportunities exist to support these solutions but they won't provide the total solution:

- o AB 1613 (Mullin) allows ½-cent sales tax
- o Could provide \$80 million/year
  - o Over 10 years - \$800 million
  - o Over 30 years - \$2.4 billion
- o Will need approval from SamTrans Board and County Board of Supervisors
- o Also needs 2/3 approval from county voters
- o Could be placed on November 2018 ballot

An expenditure plan is in development, and *Get Us Moving San Mateo County*:

- o Involves residents via an online survey, surveys mailed to homes, outreach to every city, meetings with community groups, TV spots and social media
- o Utilizes expert input and community-led process including:
  - o Technical Advisory Group (TAG)(City/County Public Works and Transportation Agency Partners),
  - o Stakeholder Advisory Group (SAG)(community groups and private sector),
  - o Process (identify goals, work with stakeholders to ID candidates for projects/ programs, develop recommended expenditure plan, SamTrans Board puts measure on ballot in concurrence with SMC Board of Supervisors)

The goals of the *Get Us Moving San Mateo County* effort are to:

- o Relieve Traffic Congestion Countywide
- o Invest in a Financially Sustainable Public Transportation System that:
  - o Increases Ridership
  - o Provides Quality Transit Options for Everyone
  - o Embraces Innovation to Create More Transportation Choices and Improved Travel Experience
  - o Aligns with the SamTrans Business Plan
- o Prioritize Environmentally Sustainable Transportation Solutions
- o Promote Economic Vitality and Economic Development
- o Maximize Opportunities to Leverage Investment from Public and Private Partners
- o Enhance Safety and Public Health
- o Invest in Repair and Maintenance of Existing and Future Infrastructure

To help *Get Us Moving* you can:

- o Help us get more county residents to take our online survey

- Leverage your network: Email, like, share, promote our website and social media
- Tell us YOUR priorities for transportation spending in San Mateo
- Give us your suggestions to connect in person
  - Events, farmers markets, community groups, meetings, etc.
- Contact information:
  - Website: [www.GetUsMovingSMC.com](http://www.GetUsMovingSMC.com)
  - Facebook: Get Us Moving SMC
  - Email: [info@getusmovingSMC.com](mailto:info@getusmovingSMC.com)

Joe Hurley recognized new TA Board member Rico Medina who addressed the CAC Board to express his appreciation and thanks for their service, time, and dedication to the community.

Committee Member Jeff Londer asked about the deadline for the surveys. Ms. Fromson said that the deadline is 2/28/18 for both hardcopy and online surveys.

Committee Member John Fox asked if any targeted marketing exists, e.g. for companies to put information on *Get Us Moving San Mateo County* to their employees. Ms. Fromson said that SAMCEDA is on the steering committee and is promoting *Get Us Moving San Mateo County* to their employers and sending info out to their networks.

Chair Barbara Arietta asked if there is a regular schedule of press releases that might explain *Get Us Moving San Mateo County* to those who may not attend meetings but may ride transit, etc. Ms. Fromson said that press releases for earned media, e.g. for more press around community town halls, etc. and especially for milestones will be pursued so that more people are aware of updates and can comment.

Cory Wolbach who is working on GUM brought stacks of surveys to a Menlo Park Chamber meeting for all to take and distribute. Ms. Fromson said that she will bring more surveys to the current meeting for all to take and distribute.

Diana Bautista arrived at 4:45 PM

Karen Kuklin arrived at 4:52 PM

Ms. Fromson addressed at this time informational Item 7a, "State and Federal Legislative Update" (TA Item 11d), saying they were waiting for the State of the Union update tonight, and there had been lots of talk about an infrastructure proposal to replace the slimmed-down version that was unintentionally distributed by the administration. Ms. Fromson said that a new, more formal infrastructure proposal was expected, which would then go to hearings in front of senate and house committees. At the state level, they are back in session and are tracking a number of bills, two of which are in tonight's packet; the full list of bills will be reported upon (at the next) Board meeting.

Chair Barbara Arietta said that informational Item 7e, "Quarterly Investment Report" , would be reported upon next. Connie Mobley-Ritter, Director, Treasury, introduced the portfolio manager with PFM, Isaac Chew, who presented the TA Investment Performance Review for the quarter ended December 31, 2017.

- \$157M managed on our behalf this quarter.

- o The portfolio was in compliance with all policies and codes.
- o Earnings and total Return:
  - o The overall portfolio outperformed the benchmark by 6 basis points.
  - o The overall portfolio yield rose to 1.71% and generated earnings of \$664,757.
  - o Total Earnings Fiscal Year-to-Date = \$1,211,428
  - o Earnings YTD change = 32.2%
  - o Earnings Year-over-Year = 121% (only \$301,206 earnings in Dec 2016)
  - o Earnings Quarter-over-Quarter = 21.6%
  - o YTC change YoY = 40.2%
  - o YTC change since March 2015 = 185% (0.60% in March 2015)
- o Market themes:
  - o Investors focused on tax reform.
  - o Yield curve flattened as long-term rates fell modestly while short-term rates rose.
  - o FOMC raised target rate by 25 basis points, the third 25 basis point increase in 2017.
- o Impact of rising rates: For fixed-income holdings, when rates rise...
  - o Market values decline, resulting in unrealized losses and possibly negative return
  - o Realized earnings will increase over time as new securities are added at higher interest rates
- o Portfolio Recap:
  - o We managed duration in anticipation of a rate increase in December.
  - o We maintained allocations to credit sectors.
  - o We sold select holdings for higher yielding comparable-maturity Treasuries.
- o Outlook and Strategy:
  - o Investors focused on tax reform.
  - o Yield curve flattened as long-term rates fell modestly while short-term rates rose.
  - o FOMC raised target rate by 25 basis points, the third 25 basis point increase in 2017.

Mr. Londer asked the difference between a U.S. treasury and a U.S. agency. Mr. Chu said that federal agency debt is Fannie Mae, which raises capital by raising bonds. They have an implied but not guaranteed backing of the U.S. government. Treasury is risk-free.

## **PROGRAM REPORT: PEDESTRIAN AND BICYCLE CALL FOR PROJECTS**

Joel Slavit, Manager, Programing and Monitoring, presented an overview/ program status of the Pedestrian and Bicycle Program Call for Projects. The presentation included program overview, process, evaluation criteria, project proposals, and next steps.

### Program Overview:

- o 3% of Measure A Program
- o Purpose of program is to fund specific projects to improve conditions for walking and bicycling

- 2004 Transportation Expenditure Plan includes a list of bikeways and overcrossings but other projects can be considered

Process: TA Strategic Plan Calls for the following:

- Funding considerations made through a Call for Projects
- 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 & Need: 35%
- Effectiveness: 35%
- Policy Consistency: 10%
- Funding Leverage: 10%
- Sustainability: 10%

Project Proposals:

- Seventeen applications submitted from thirteen sponsors for over \$8.8 million
- Only seven requests can be fully funded, one partially funded with the \$5 million advertised for this funding call
- Program oversubscribed, project scores were very close, and geographic equity should be taken into consideration
- Staff recommends awarding \$5.7M million to fully fund ten projects
- Includes funding for one sponsor not previously funded & ensures at least one project funded from each sub-region
- Funding Plan: \$5,728,600 total recommended to fully fund ten projects
- Distribution of all project proposals:
  - North County: 4 projects, \$2.2M
  - Mid-County: 6 projects, \$3.5M
  - South County: 4 projects, \$2.2M
  - Coastside: 3 projects, \$0.9M
- Distribution of project recommendations:
  - North County: 2 projects, \$1.1M
  - Mid-County: 3 projects, \$2.1M
  - South County: 4 projects, \$2.2M
  - Coastside: 1 project, \$0.3M
- Next Steps:
  - Feb. 2018: Informational item to TA CAC and TA Board on Draft Program of Projects List
  - Mar. 2018: TA Board approves proposed Program of Projects
  - Mar. 2018: TA enters into funding agreements w/ project sponsors

Mr. Londer asked if projects that were not funded are worked with to improve their applications for the next round. Mr. Slavitt explained how project owners are coached for improved applications.

Mr. Chin asked if owners of a project for rehab had known before submission that rehab projects are ineligible. Mr. Slavitt said that it is clearly stated in the instructions that rehab projects are not eligible.

Mr. Chin noted the improved scoring criteria and asked if the evaluation process would continue to be improved. Mr. Slavitt said that

Ms. Chen asked if it would be more efficient to fund both HMB North and HMB South projects at the same time. Mr. Slavitt said that the two projects have a gap between them, and that North is part of another project that is nearing completion.

### **PROGRAMMING AND ALLOCATION OF MEASURE A FUNDS FOR SEVEN HIGHWAY PROJECTS**

Mr. Slavitt presented a refresher on the Measure A Highway Program as well as the funding process, evaluation criteria, key policy changes made for this Call for Projects, information about the proposals at a programmatic level, final funding recommendations, and a schedule update. The program is under-subscribed and the evaluation panel is recommending funding awards for all submitted projects.

Evaluation criteria:

	Pre-environmental	Post-environmental
Need:	35%	15%
Effectiveness:	20%	40%
Readiness:	20%	20%
Funding Leverage:	10%	10%
Policy Consistency & Sustainability:	15%	15%

Key policy changes include: Prioritize funding Measure A pipeline projects of greatest merit to complete work already started; \$10 million set aside through the remaining life of Measure A for planning and environmental work will be available for other projects not already in the funding pipeline; a minimum 10 percent funding match required with each phase of work; the match requirement may be greater than 10 percent for new highway facilities, proportionate to the traffic impacts from new development; to further promote timely use of funds, there must be substantial activity on a project within two years of the funding award or the funds may be made available for other projects.

For the current call, up to \$75 million has been made available for programming and allocation. Seven applications were submitted from eight sponsors for work scheduled to begin within one year of our planned funding allocations (Feb 2019). A total of \$46.7M was requested, of which \$45.8M is considered eligible. Even though the Measure A 10-Year Highway CIP shows a significant shortfall in the highway program, we are undersubscribed for this CFP because, one, the majority of the funding requests were for pre-construction activity, which is generally less expensive than construction, and, two, there are other large Pipeline projects in our CIP that were not ready to begin their next phase of work within one year.

For the seven project proposals there is a mix of project types, including three freeway interchanges, one freeway mainline project, and three arterial projects. The bulk of the requests were for the pre-construction phases of work. There is at least one project represented from each of the sub-regions, which include North County, Mid County, South County, and Coastsides.

While all projects are being recommended for funding, there are additional conditions to consider:

- o There's been a slight change with the recommendation for the 101 Managed Lanes project since the January info item. We are recommending that flexibility be provided to allow for the shifting of the requested \$22M between the PS&E, ROW & CONST phases if needed, to better position this project to maximize the leveraging of Measure A investment in order to secure additional external funding sources. (The ROW need for this project is primarily associated w/ utility relocation as opposed to ROW acquisition).
- o For the 101/Woodside Interchange, we are recommending programming the requested \$20M for ROW but deferring the allocation until the following conditions are met:
  - o Final ROW maps are approved by Caltrans
  - o Acquisition cost estimates are updated with appraisals in accordance with industry standards, and
  - o CONST funds are secured. An exception to the last condition may be made if property acquisition is needed for ROW protection. If a parcel is at risk with increased development, the TA may consider allocating funds for the acquisition of the affected parcel per the City's request (the City of Redwood City concurs).
  - o For the Route 1 Manor Drive Overcrossing and Railroad Avenue Extension projects, we are recommending the programming and allocation of funds for the preliminary plan study only, and not the PID phase. We are waiting to find out what the planning process will tell us about these projects with regard to project feasibility before recommending commitment of additional funds for future phases.
- o Distribution of Key Congested Area and State Route categories:

	Expenditure Plan	Currently Programmed	2017 CFP Draft Programming Recommendations	Total Programmed with 2017 CFP Draft Recommendations
KCA	63%	66.5%	51.1%	62.8%
SR	37%	33.5%	48.9%	37.2%
	Expenditure Plan	Currently Programmed	2017 CFP Draft Programming Recommendations	Total Programmed with 2017 CFP Draft Recommendations
KCA	63%	\$96,089,069	\$23,420,000	\$119,509,069
SR	37%	\$48,463,642	\$22,399,250	\$70,862,892

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- o Next Steps:
  - o January 4, 2018: informational item to TA Board
  - o January 18, 2018: C/CAG Technical Advisory Committee
  - o February 1, 2018: TA Board adopts 2017 Highway Program of Projects

QUESTIONS

Mr. Warhurst asked if there is a public agency that approves the 101 Managed Lanes project. Mr. Hurley said that it is approved internally by Caltrans, and implicitly by jurisdictions that provide funds for the project.

When is the last time the CFP was oversubscribed

Ms. Arietta asked if Cordilleras is a Caltrans issue and if we have influence. Mr. Hurley said it is representative of the state of the infrastructure in general.

Motion/Second: Hedges/Bautista

Ayes: Bautista, Bond, Chen, Chin, Fox, Hedges, Kuklin, Londer, O'Neill, Stamos, Warhurst, Arietta

Absent: El-Dardiry, Scruggs

**AUTHORIZATION TO REQUEST AND RECEIVE LOCAL PARTNERSHIP PROGRAM FORMULA FUNDS FOR THE US-101/SR-92 DIRECT CONNECTOR PROJECT AND THE US-101 MANAGED LANES PROJECT, AND INCREASE THE FISCAL YEAR 2018 BUDGET FROM \$86,859,624 TO \$87,066,264**

Joe Hurley, Director, Transportation Authority Program, provided the following background to this issue. SB-1 Program's "Local Partnership Program provides matching-fund rewards jurisdictions that have imposed a sales tax to fund transportation projects and programs. There is a formula-based component, through which San Mateo County is eligible for \$880,000 annually, for two consecutive years. Regional projects are eligible. Putting the Local Partnership funds on the 101/92 and 101 Managed Lanes projects will help to leverage other funds as well.

Mr. Chin asked about the many moving parts of the 101 Managed Lanes project. Mr. Hurley said that the Roles and Responsibilities of Owner, Operator, System Manager, System Integrator elements need to be determined and each role assigned, including how money is spent; e.g. toll funds will contribute to recovering the capital costs of the project. A multi-modal requirement is addressed by the robust express program. Any surplus funds could fund other transit projects and improvements.

Motion/Second: Warhurts/O'Neill

Ayes: Bautista, Bond, Chen, Chin, Fox, Hedges, Kuklin, Londer, O'Neill, Stamos, Warhurst, Arietta

Absent: El-Dardiry, Scruggs

**ACCEPTANCE OF STATEMENT OF REVENUE AND EXPENSES FOR FISCAL YEAR ENDING DECEMBER 2017**

Motion/Second: Kuklin/Bond

Ayes: Bautista, Bond, Chen, Chin, Fox, Hedges, Kuklin, Londer, O'Neill, Stamos, Warhurst, Arietta

Absent: El-Dardiry, Scruggs

**APPROVAL OF MINUTES OF JANUARY 4, 2018**

INFORMATIONAL – NO COMMENTS

**RESOLUTION OF APPRECIATION OUTGOING CHAIR CAROLE GROOM**

INFORMATIONAL – NO COMMENTS

**REPORT OF THE CHAIR**



Chair Arietta reported about the MTC's and ABAG's Plan Bay Area 2040 proposed amendment for the 101 Managed Lanes Project, and advised the CAC that comment on the draft amendment will be accepted until Wednesday, February 21, 2018. Ms. Arietta reported that the High Speed Rail Authority has selected Brian P. Kelly as the new Chief Executive Officer to lead the organization, effective February 1, 2018. Kelly has served the California State Transportation Agency since its inception in 2013. During his tenure as Secretary he led efforts to enact SB1, the single largest investment in transportation infrastructure, and developed the first-in-the-nation autonomous vehicle regulations for the testing and deploying of this new transformative technology. With Kelly's departure from the California State Transportation Agency, the Governor has named Brian Annis as Acting Transportation Agency Secretary. Annis has served as Undersecretary of the Agency since 2013.

#### **UPDATE ON STATE AND LEGISLATIVE**

Mr. Hurley said the material is in the agenda packet.

#### **REPORT FROM STAFF**

Mr. Hurley said regarding the 101 Managed Lanes project, three public meetings were held resulting in 40 questions and concerns from the public, including enforcement of toll lane, greenhouse gas concerns, etc. Responses are being prepared for all questions and concerns by the team, and will package these in a final environmental document. A procurement process is being explored for bringing a contractor aboard for the design phase of the project, dependent upon the success of the environmental phase. Mr. Hurley mentioned that the shuttle call-for-project applications are due on January 9.

Mr. Chin asked if the comments on the 101 ML Project were evenly distributed or focused on smaller areas. Mr. Hurley said that the comments were largely from areas affected by the removal of soundwalls.

Ms. Bond mentioned that the 92/82 improvements have been remarkable, but that today there was a considerable back-up; she asked why two lanes weren't installed. Mr. Hurley said he would follow up to see if today was problematic for a particular reason.

#### **2018 TA CAC Officer Nominating Committee Update**

Kate Bond opened nominations for Chair.

Barbara Arietta was nominated and seconded. Nominations were closed.

Ayes: Bautista, Bond, Chen, Chin, Hedges, Kuklin, Londer, Stamos, Arietta

Absent: El-Dardiry, O'Neill, Scruggs, Warhurst

Kate Bond opened nominations for Vice-Chair.

John Fox was nominated and seconded. Nominations were closed.

Ayes: Bautista, Bond, Chen, Chin, Hedges, Kuklin, Londer, Stamos, Arietta

Absent: El-Dardiry, O'Neill, Scruggs, Warhurst

Abstained: Fox

#### **MEMBER COMMENTS/REQUESTS**

None.

#### **DATE, TIME AND PLACE OF NEXT MEETING**

February 27, 2018 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium,  
2<sup>nd</sup> Floor, San Carlos, CA 94070

Adjourned at 6:15 p.m.