

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

MINUTES OF NOVEMBER 29, 2016

MEMBERS PRESENT: B. Arietta (Chair), D. Bautista, K. Bond, A. Chen, E. El-Dardiry, R. Hedges, K. Kuklin, J. Londer, O. O'Neill, S. Scruggs, W. Warhurst

MEMBERS ABSENT: J. Fox, P. Haynie, S. Stamos, J. Ward

STAFF PRESENT: J. Averill, R. Bolon, A. Chan, C. Fromson, J. Hurley

Chair Barbara Arietta called the meeting to order at 4:31 p.m. and led the Pledge of Allegiance.

APPROVAL OF THE NOVEMBER 1, 2016 MEETING MINUTES

Shaunda Scruggs said on page 3 in the third paragraph, the phrase "as background reference" should be added so the minutes will read, "Ms. Scruggs said as background reference some cities don't score very well on RFPs..." On page 8, the phrase "according to an article she read in the Daly Journal" should be added to the second paragraph so it will read, "Ms. Scruggs said according to an article she read in the Daily Journal, changes to the SR 92/El Camino Real or SR 92/US 101 interchanges might impact the housing along Ivy Street in San Mateo."

William Warhurst said on page 4 under his comments about the Statement of Revenues and Expenditures for Fiscal Year (FY) Ending June 2016, his second sentence should be changed to read, "He said the question was if the agenda should be amended to say this is the report for the month of June rather than fiscal year ending June so it will reflect a month instead of a whole year."

Motion to approve the minutes as amended.

Motion/Second: El-Dardiry/Bautista

Ayes: Bautista, Bond, Chen, El-Dardiry, Hedges, Kuklin, Londer, O'Neill, Scruggs, Warhurst, Arietta

Absent: Fox, Haynie, Stamos, Ward

PUBLIC COMMENT

None

ITEMS FOR REVIEW – DECEMBER 1, 2016 TA BOARD MEETING

Re-Programming \$27,854,836 in New Measure A Funds from the South San Francisco Caltrain Station Improvement Project to the Peninsula Corridor Electrification Project (PCEP) (TA Item 9a)

April Chan, Chief Officer, Planning, Development, and the TA, said the Metropolitan Transportation Commission (MTC) recently programmed \$27.8 million of Federal Transit Administration (FTA) Section 5337 funds, a State of Good Repair formula program, to the

Peninsula Corridor Electrification Project (PCEP). The FTA notified the Peninsula Corridor Joint Powers Board (JPB) that Section 5337 funding cannot be included in the PCEP funding plan because of the nature of the funding program. In order for Caltrain to qualify for \$647 million of FTA Core Capacity funds, the JPB has to remove the Section 5337 funds from the funding plan. Staff has worked with MTC and is recommending the Board re-program \$27.8 million of previously programmed funding for the South San Francisco project to the PCEP. MTC will give the Section 5337 funding to the South San Francisco project.

Rich Hedges said this also means the station will be moved closer to Airport Boulevard. He said it is important to make this work because there is housing going up across the street where the new station will be. The old Ford dealership will be torn down and replaced with housing, and more housing will be built on Miller Street. Ms. Chan said the nature of the South San Francisco Station project is not changing because of this action, it is just being funded from a different source.

Olma O'Neill asked if this is just a formality and if the MTC will redirect funds to the South San Francisco project. Ms. Chan said the MTC will deprogram the FTA funding that they had already programmed to the PCEP and re-program the same amount to South San Francisco Station Project. The South San Francisco project will still be fully funded.

Mr. Hedges asked if the South San Francisco project got Transportation Investment Generating Economic Recovery (TIGER) grant funding. Ms. Chan said no. It is a good project, but it did not score well enough competing with other projects around the country.

Mr. Warhurst asked if the FTA has agreed the Section 5337 funds are appropriate for the South San Francisco project. Ms. Chan said yes, staff has worked with the FTA and MTC and everyone is on board with this decision.

Motion/Second: Hedges/Londer

Ayes: Bautista, Bond, Chen, El-Dardiry, Hedges, Kuklin, Londer, O'Neill, Scruggs,
Warhurst, Arietta

Absent: Fox, Haynie, Stamos, Ward

Acceptance of Statement of Revenues and Expenditures for October 2016 (TA Item 4b)

Motion/Second: Hedges/Londer

Ayes: Bautista, Bond, Chen, El-Dardiry, Hedges, Kuklin, Londer, O'Neill, Scruggs,
Warhurst, Arietta

Absent: Fox, Haynie, Stamos, Ward

Update on State and Federal Legislative Program (TA Item 10c)

Casey Fromson, Manager, Government and Community Affairs, provided the following update:

State

Marc Berman is replacing Rich Gordon who termed out of the Assembly.

Federal

The Senate and House will remain a Republican majority. Barbara Boxer was replaced by Kamala Harris and Elaine Chao has been selected to be appointed to head the Department of Transportation. Ms. Chao was the Secretary of Labor under President George W. Bush.

Staff is still working on the Full Funding Grant Agreement to fund the PCEP before the current administration moves on or as swiftly as possible so there's no delay to the project.

Chair Arietta said last night a Democratic supermajority was projected in the State Senate. She asked if there have been any discussions regarding transportation projects on the coming agenda related to the supermajority. Ms. Fromson said there is still a desire to move on transportation funding at the State level. Staff recently received a letter stating the Senate is not moving anything forward during the special session on transportation, but they hope and anticipate transportation-related measures to come up in the next session.

Chair Arietta asked if staff has heard anything about paying for the \$1 trillion infrastructure plan that has been brought up in the presidential campaign. Ms. Fromson said no one has seen any details of a proposal, but people are starting to hear that financing more than direct funds might be considered. Staff will work with the delegation and the new administration to try to make sure it makes sense for this region.

Program Report: San Mateo Bridges Replacement Project (TA Item 10a)

Rafael Bolon, Acting Deputy Director, Program Delivery, presented:

- Project scope
 - Replace four existing bridges
 - Bridge design requires construction of higher berm supported by new retaining walls
- Project area
 - The city of San Mateo at Tilton Avenue, Santa Inez Avenue, Monte Diablo Street, and Poplar Avenue
- Background – why the bridges needed to be replaced
 - 100-year-old rail bridges
 - Did not meet current seismic standards
 - To ensure continued safe rail operations
 - Increased height requirements for vehicle vertical clearance
- Timeline of construction
 - Began construction: December 2014
 - Scheduled completion: April 2016
 - Actual completion: October 2016
- Project cost and funding
 - Federal: \$22.3 million
 - State: \$9 million
 - Local: \$8.9 million
 - Other: \$600,000

- Community outreach
 - Community meetings
 - Weekly construction updates
 - Mailed and e-mailed construction notices

Joe Hurley, Director, TA Program, asked Mr. Bolon to explain the sacrificial beam. Mr. Bolon said it is a crash beam that is installed to protect any bridge that doesn't meet Caltrain's vertical clearance requirements. If a rail bridge is hit by a vehicle, it must be inspected and verified that it is safe before trains are allowed to run on it.

Kate Bond said after construction trains are quieter and staff did a fabulous job.

Ms. Scruggs asked if trains operated on the Saturdays when the bridges were replaced. Mr. Bolon said trains operated between construction areas and there were bus bridges around the construction areas. Train service was fully restored for the first Sunday morning train.

Capital Projects Quarterly Status Report – 1st Quarter Fiscal Year 2017 (TA Item 10b)

Mr. Hurley said this report can be used to keep apprised of the status of many of the capital projects that are funded through the TA. There has been a formatting change to the report. In the past, the budget sections used to have a bar chart, which was a snapshot in time. The new approach gives some historical cash flow burn rates associated with the different funding sources. The report now includes bike and pedestrian projects that have received Measure A funding.

Approval of Minutes of November 3, 2016 (TA Item 4a)

No discussion.

REPORT OF THE CHAIR – BARBARA ARIETTA

Appointment of Nominating Committee for 2017 Officers

Chair Arietta appointed Mr. Hedges, Jeff Londer, and Ms. O'Neill to the nominating committee.

See attachment for Chair Arietta's complete report.

REPORT FROM STAFF – JOE HURLEY

Mr. Hurley said:

- The scoping meeting for the Highway 101 Managed Lanes Project was on October 27. The comment period ran through November 18. The California State Department of Transportation (Caltrans) is in the process of compiling the comments, and the environmental document will be adjusted to address them. The draft document is expected to come out next summer. Recognizing the need for extensive outreach, a consultant was brought onboard and tasked with developing an outreach process. The corridor spans 22 miles and there are a number of people who will be affected by this project.
- A general trend on projects involving utilities relocations is the cost is far exceeding the budget, specifically with Pacific Gas and Electric (PG&E). Staff is trying to understand what is contributing to this trend. The trend is not unique to

Caltrans, but anything to do with PG&E. Depending on the master agreement for a project along the State highway system, sometimes utilities are within the State right of way, and if they are relocated the costs might be 100 percent on the utility company, or it might be 50/50 cost sharing, or it might be 100 percent on the project cost. Another contributing factor is how busy PG&E is.

MEMBER COMMENTS/REQUESTS

Diana Bautista said there is a lot of litter and graffiti on California highways. She asked how responsive Caltrans is to this issue. Mr. Hurley said their resources have been cut considerably and they are spread very thin. They are responsive to graffiti because it sometimes attracts more graffiti. Regarding litter pickup, there is the Adopt a Highway Program and private organizations have taken ownership of some of it. The physical condition of the roads themselves is also an issue.

Mr. Hedges said a Caltrans office is in San Mateo and he has gone to their office to talk about his concerns and Caltrans was responsive.

DATE, TIME AND PLACE OF NEXT MEETING

Tuesday, January 3, 2017 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

Adjourned at 5:19 p.m.

Averill, Joshua

From: Barbara Arietta <barietta@hotmail.com>
Sent: Tuesday, November 29, 2016 7:03 PM
To: Averill, Joshua
Subject: ***** CAC chair's Report to CAC - November 29, 2016*****

HOW KEY MEASURES ON TRANSPORTATION AND INFRASTRUCTURE IN SAN MATEO COUNTY FARED IN NOVEMBER'S ELECTION:

City of Belmont: Approved a 30 year 1/2 cents sales tax increase (Measure I) for city priorities, including congestion relief, fixing potholes and repairing 69 miles of city streets, in addition to several other city needs. The tax increase will generate \$39 million.

City of East Palo Alto: Approved a 30 year 1/2 cent general sales tax (Measure P) to fund city priorities, including fixing potholes and repairing streets. It is expected to bring in \$54 million over the next 30 years.

San Mateo County: Approved a 20 year extension of Measure A, a 1/2 cent general sales tax, to fund several priorities including transit, affordable housing and transportation. It is expected to provide \$85 million annually, which the state cannot take away.

SUPER MAJORITY HAPPENS, WILL THIS LEAD TO TAXES FOR ROAD REPAIRS?

According to an Editorial in the East Bay Times on November 25, 2016, the probability of finding a way to finance the billions of dollars needed to repair the state's crumbling highways and byways depended on the results of a hotly contested election in Southern California. More than two weeks after the election, the race for the Senate in the 29th District remained still up in the air.

What did this race have to do with transportation repairs? Quite a bit, actually...

In this race, if the Democratic candidate, Josh Newman, beat the Republican candidate, Assemblywoman Ling Ling Chang, it would give the Democrats a supermajority in both houses, something which they have not had in the past four years. Having this super majority of both legislative houses would help them to pass the necessary legislation to fund high cost transportation repairs throughout the state.

Most of the methods favored by Democrats to generate billions necessary for the desired repairs, such as raising taxes or putting items on the ballot, require a two thirds vote of both legislative houses and because of that, attempts at securing funding for the necessary repairs from negotiations between the Democrats and Republicans have produced nothing of substance for the past several years.

However, it was announced last night that enough votes were counted in Southern California's 29th District for the Associated Press to project that Democrat Josh Newman defeated Republican, Assemblywoman Ling Ling Chang, to give the Democrats a super majority threshold in the upper house. The Democrats secured their 2/3rds majority in the Assembly earlier this month.

It is reported that Democrats, with this victory, have reclaimed the theoretical ability to pass taxes, amend political spending laws, move constitutional amendments to the ballot or enact quick implementing legislation without Republican support. Although it is not an absolute guarantee, having this margin helps leadership to gain the majorities for majority vote bills and broadens the path to long sought deals on transportation infrastructure within the State of California.

VOTERS BACKED TRANSIT FUNDS. WILL CONGRESS OK TRUMP INFRASTRUCTURE PLAN?

Transit advocates are also hoping to capitalize on President Elect Donald Trump's call to spend up to \$1 trillion on infrastructure, a plan which many transportation professionals say should now gain bi-partisan support in Washington.

Both sides believe in infrastructure, and its definitely one of the first issues to be taken up by the next Congress? So, what could go wrong?

The problem arises when it is decided on how we are going to pay for this. President-Elect Trump wants to create an infrastructure bank creating tax credits to leverage private investment in infrastructure projects, but critics say that those are essentially loans that would have to be paid back with revenue from something like tolls. There are many transportation officials that do not want to make every road a toll road and there are things such as public transportation which would not ever get funded in this manner.

Infrastructure banks are good for toll roads, airports, port facilities and other projects that generate revenues from their users. The vast majority of our infrastructure can't do that. Free roads, mass transit, pedestrian ways and bike ways don't pay for themselves...

There is also another possibility suggested by President-Elect Trump...the repatriation of profits corporations hold overseas, but there are big disagreements on how much to tax those profits and how much money it will really bring in...and that would be a one time only source of funding...so we shall have to wait and see what the coming year will tell us to be the best way to repair our decaying infrastructure.

Respectfully submitted,

Barbara Arietta
Chair, San Mateo County Transportation Authority, CAC