

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

MINUTES OF FEBRUARY 28, 2017

MEMBERS PRESENT: D. Bautista, K. Bond, A. Chen, J. Fox, P. Haynie, K. Kuklin, J. Londer, S. Scruggs, S. Stamos, W. Warhurst

MEMBERS ABSENT: B. Arietta (Chair), E. El-Dardiry, R. Hedges, O. O'Neill

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

Vice Chair John Fox called the meeting to order at 4:30 p.m. and led the Pledge of Allegiance.

APPROVAL OF THE JANUARY 31, 2017 MEETING MINUTES

Motion/Second: Bautista/Londer

Ayes: Bautista, Bond, Chen, Haynie, Kuklin, Londer, Scruggs, Stamos, Warhurst, Fox

Absent: Arietta, El-Dardiry, Hedges, O'Neill

PUBLIC COMMENT

None

ITEMS FOR REVIEW – MARCH 2, 2017 TA BOARD MEETING

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 Slavitt, 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 (PUC) 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 Avenue 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 Peninsula Corridor Joint Powers Board (JPB)

Shaunda Scruggs asked what is the hold-out rule. Mr. Slavitt said some older stations have a center platform and people have to cross a track to get to the platform. This creates a potentially hazardous situation with trains going through the area on both sides of the platform. The hold-out rule precludes two trains from arriving at the same time so no one will cross a track when a train is coming.

Jeff Londer said the red dashed line on the project location map extends south of Oak Grove Avenue. He asked if the tracks will be elevated as it crosses Oak Grove Avenue. Mr. Slavitt said it will reach grade before Oak Grove Avenue.

Vice Chair Fox asked because of proximity to Burlingame Station and Broadway Station and the designs of the stations and grade of the railroad if the elevation has been thought through and if it would be better to have the same grade for the two stations. Rafael Bolon, Deputy Director, Capital Projects, said this is a one percent slope. The further out from the stations the more things can happen, such as right of way. Buying more property gets expensive and more complicated. Various permutations were looked at during the initial phase.

Vice Chair Fox asked if the interchange at Burlingame Avenue has already been configured with the grade separation. Joe Hurley, Director, TA Program, said the conform of the western leg of the Broadway Interchange Project is pulled outside of the area of influence.

Vice Chair Fox asked if the impact on businesses and street frontage is considered as part of the analysis. Mr. Slavitt said the PSR evaluated that and the alternative selected was determined to have least impacts.

Steve Stamos asked how long the State's PUC priority list is. Mr. Slavitt said typically it is about 40 to 60 projects. He said sponsors have to nominate a project.

Mr. Hurley said the red line in the drawing was casually drawn. He said a better rendering can be provided.

Mr. Bolon said the red line in the photo is the area that was studied to look at the impact of the project. This includes signal improvements and alterations to the roads. It does not designate the limits of the grade separation. Impacts on businesses were looked at during the study.

Motion/Second: Bautista/Haynie

Ayes: Bautista, Bond, Chen, Haynie, Kuklin, Londer, Scruggs, Stamos, Warhurst, Fox

Absent: Arietta, El-Dardiry, Hedges, O'Neill

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

Mr. Hurley said the Calera Parkway Project has been on the books since the 1988 Original Measure A. There have been efforts to find a solution to the congestion that occurs during the morning and afternoon commute periods. An environmental document was approved in August 2013 for a roadway widening project. Shortly after there were Federal and State lawsuits challenging California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), and there is no resolution yet. Doing nothing is not going to solve the problem. The city of Pacifica decided to pursue an adaptive signal as an interim solution. This system uses cameras and in-pavement loop detectors to make the system smarter. Implementation of this will alleviate a portion of the congestion in the shoulder periods. This technology has been used elsewhere with some success. Pacifica will monitor, make adjustments necessary, and test effectiveness of the system.

William Warhurst said he hadn't heard about this kind of use of the funds. Mr. Hurley said the intent of the Measure A Program is to solve a problem, and these are qualified expenditures for the funding and it was one of the solutions considered in the environmental document. This solution is not likely realize the performance improvement levels a larger project would. He said this will be a modest investment with modest benefits.

Mr. Warhurst asked if it requires ongoing maintenance. Mr. Hurley said California State Department of Transportation (Caltrans) and the city of Pacifica will maintain it.

Van Ocampo, Director, Public Works, Pacifica, said the city of Pacifica will enter into a memorandum of understating with the State that spells out maintenance, keeping spare parts, and other issues.

Karen Kuklin asked if this is in conflict with the pending lawsuits. Mr. Hurley said attorneys don't were consulted and concluded no conflict exists.

Pamela Haynie asked how long this will last. Mr. Hurley said monitoring will last a year. The money is for equipment, software, setup, and monitoring for a year. The city will look at congestion pre- and post-implementation and quantify the travel time savings. If affective, it will continue running longer than the year. The TA however will not assume any long-term maintenance obligations.

Mr. Stamos asked what the long-term solution is. Mr. Hurley said the scope of the project that was environmentally cleared is widening Route 1 from four to six lanes between the two signalized intersections.

Motion/Second: Bautista/Haynie

Ayes: Bautista, Bond, Chen, Haynie, Kuklin, Londer, Scruggs, Stamos, Warhurst, Fox

Absent: Arietta, El-Dardiry, Hedges, O'Neill

Receive and File the Comprehensive Annual Financial Report for the Fiscal Year Ending June 30, 2016

Mr. Londer asked why there is such a huge difference in numbers between 2016 and 2015 on page 32 in Note 8 – Accounts Payable. Sheila Tioyao, Manager, General Ledger, said at the end of FY2016 there were a lot of outstanding payables due to the JPB and the San Mateo County Transit District (District) that didn't exist in FY2015. This is all due to PeopleSoft implementation. As staff is going through data cleanup, they held off on paying the JPB and District.

Mr. Londer said on page 49, there is no order of the line items and it made it hard to read.

Mr. Londer said in 2016 the number of the Per Capita Personal Income seems have jumped up by an incredible amount compared to other years. He asked why.

Ms. Tioyao said she'll look at it and get back to the CAC.

Motion/Second: Stamos/Londer

Ayes: Bautista, Bond, Chen, Haynie, Kuklin, Londer, Stamos, Warhurst, Fox

Absent: Arietta, El-Dardiry, Hedges, O'Neill

Abstain: Scruggs

Statement of Revenues and Expenses

Mr. Londer said in the list of all payments made to various entities, the last item includes postage and other items and it counts for 2/3 of the total. He asked for a break out of those components. Mr. Hurley said staff will try to break out large dollar line items.

Motion/Second: Bautista/Stamos

Ayes: Bautista, Bond, Chen, Kuklin, Londer, Stamos, Warhurst, Fox

Absent: Arietta, El-Dardiry, Hedges, O'Neill

Abstain: Haynie, Scruggs

Allocation of \$38,827,600 in Caltrain Program Category Funds for the Peninsula Corridor Electrification Project (PCEP)

Mr. Slavitt said this is a fund exchange between the South San Francisco Station Project and the PCEP. Funding amounts are staying the same, but more of the Measure A Caltrain funds are going to the PCEP and in return there is more Federal funds going to the South San Francisco Station Improvement Project. There will be no net change in the budget. This exchange was required as a determination was made by the Federal Transit Administration that the State of Good Repair funds are not eligible to be used for electrification.

Mr. Londer asked if the \$38.8 million for the PCEP will reduce the request from the Federal government of the same amount. Casey Fromson, Director, Government and Community Relations, said this does not reduce the amount requested from the Full Funding Grant Agreement.

Ms. Haynie asked what will happen if the South San Francisco Station Improvement Project does not get the Federal funds. Mr. Slavitt said the funds have already been programmed.

Motion/Second: Bond/Bautista

Ayes: Bautista, Bond, Chen, Kuklin, Londer, Scruggs, Stamos, Warhurst, Fox

Absent: Arietta, El-Dardiry, Hedges, O'Neill

Abstain: Haynie

Update on State and Federal Legislative Program

Ms. Fromson provided the following update:

Federal

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 spring timeframe.

State

Assembly Bill (AB) 28 is a bill that helps with the NEPA law and allows Caltrans to take the place of the Federal government when it comes to clearing an environmental program. This is important to a few TA projects.

Ms. Kuklin asked if AB 28 would free up the lawsuit in Pacifica. Mr. Hurley said by way of background, there are two environmental processes, CEQA and NEPA. Caltrans has been authorized to act as in a NEPA capacity as a lead agency. The Federal Highway Administration used to do but it has been delegated to Caltrans. This is unrelated to the lawsuit with the Calera Parkway Project.

Ms. Fromson said this is not a blanket transfer of responsibility for every project, it is only for projects that are linked to Caltrans.

Mr. Stamos asked if the TA is going to take a position on AB 342, the legislation that would allow San Francisco and San Jose to put into place cameras that would catch speeders in certain areas to advocate for zero pedestrian deaths. Ms. Fromson said she would look into it and come bring it back if it is appropriate.

Capital Projects Quarterly Status Report – 2nd Quarter FY2017

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

Approval of Minutes of February 2, 2017

No discussion.

REPORT OF THE CHAIR – JOHN FOX

There are five seats to fill on the CAC and recruiting will start March 1. Applications are available on the website and at the back table.

REPORT FROM STAFF – JOE HURLEY

Mr. Hurley said:

- 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 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.
- 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.

Ms. Bautista asked why the contract with Parsons Transportation Group was terminated. Mr. Hurley said he was not privy to that information.

Ms. Bond asked what is going on at the Highway 101/Willow Interchange. Mr. Hurley said the overcrossing will be replaced with a wider structure and the ramps will be converted to a partial cloverleaf instead of a full cloverleaf. This is to alleviate the weaving that occurs with a full cloverleaf as the interchange is loaded with more traffic.

An Chen said this morning traffic was at a standstill on Route 92 from Highway 101 to El Camino Real coming west. She said she thinks people were curious about the construction activity in that area causing the traffic jam. She said it would be a good idea to use message boards so drivers know what is going on. Mr. Hurley said he will take a note of it.

MEMBER COMMENTS/REQUESTS

Ms. Kuklin said she attended a presentation on autonomous vehicles at SPUR in San Francisco and in five years they will be common. There is a lack of policy in place to deal with them so that could be a challenge in the State in the future.

Mr. Stamos said there will be a Caltrain 101 Vision Meeting tomorrow at the San Mateo Public Library.

Vice Chair Fox encouraged people to send messages to elected officials involved in decision making with regards to the Caltrain funding and express their involvement in transportation and their evaluation of the value of the program.

Ms. Bautista said #standwithcaltrain has gone viral.

DATE, TIME AND PLACE OF NEXT MEETING

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

Adjourned at 5:36 p.m.