

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

MINUTES OF AUGUST 30, 2016

MEMBERS PRESENT: B. Arietta (Chair), D. Bautista, R. Hedges, J. Londer, O. O'Neill, J. Ward, W. Warhurst, P. Young

MEMBERS ABSENT: J. Fox, S. Scruggs

STAFF PRESENT: J. Averill, S. Bhatnagar, A. Chan, J. Hurley, J. Slavitt

Chair Barbara Arietta called the meeting to order at 4:34 p.m. and Paul Young led the Pledge of Allegiance.

APPROVAL OF THE AUGUST 2, 2016 MEETING MINUTES

William Warhurst requested to change his statement on Page 4 from "Under State and Federal laws, employers have to track gifts," to "Under State and Federal laws, employers have to track incentives to properly calculate the base pay rate."

Motion/Second: Hedges/Bautista

Ayes: Bautista, Hedges, Londer, O'Neill, Ward, Warhurst, Arietta

Absent: Fox, Scruggs

Abstain: Young

PUBLIC COMMENT

None

ITEMS FOR REVIEW – SEPTEMBER 1, 2016 TA BOARD MEETING

Authorize Execution of a Memorandum of Understanding (MOU) with the City/County Association of Governments for the Development of Performance Measures as Part of a Highway Needs Assessment (TA Item 9a)

Motion/Second: Hedges/Londer

Ayes: Bautista, Hedges, Londer, O'Neill, Ward, Warhurst, Young, Arietta

Absent: Fox, Scruggs

Authorize Revisions to Guiding Principles for Project Selection for the Measure A Grade Separation Program (TA Item 10a)

April Chan, Chief Officer, Planning, Grants, and the Transportation Authority, said staff is recommending revisions to the guiding principles for project selection. Staff is estimating the total remaining funding is \$235 million in 2016 dollars. Staff would like to focus this funding on projects that were previously approved by the TA for preconstruction funding. Staff is also recommending setting aside \$5 million to assist with any other projects that are still in the Transportation Expenditure Plan for planning purposes. The TA will continue to program and allocate one phase at a time. A city would need to complete one phase of the project before it could receive funding for

the next phase. Because the projects progress at various schedules, it is very difficult to conduct a Call for Projects (CFP). Staff would like to do away with the CFP process and accept the projects on an as-needed, first-come, first-served basis. Staff would evaluate how the candidate project would be able to leverage other funding and what impact a funding decision would have on other projects.

Mr. Warhurst asked if this came up at the Board meeting last month to focus on results. Ms. Chan said yes, the Board recognized there is only a certain amount of funding available, and instead of providing insufficient funding to other projects, the TA can provide funding to complete the projects that are underway. The CAC was in support of setting aside a small amount for planning purposes. Staff is recommending up to \$5 million if there are other cities interested in planning efforts.

Chair Arietta said the CAC was okay with setting aside some money for planning, but she got the feeling the Board did not want to do it. Ms. Chan said the Board did not, but staff is recommending a small amount, up to \$5 million.

Mr. Warhurst asked if the four projects the TA has previously funded have sufficient funds to be completed. Ms. Chan said Burlingame is second on the list in terms of readiness and has completed the planning process. They are interested in completing the project and have gone through an extensive review process with the community. The question is, with the remaining funding, if the Board funds the 25th Avenue Project, would there be enough left for the other projects. There are more requests for funding than is available.

Rich Hedges said Burlingame and San Mateo are the two most dangerous crossings in the county and need to get funded and constructed.

Motion/Second: Hedges/Bautista

Ayes: Bautista, Hedges, Londer, O'Neill, Ward, Warhurst, Young, Arietta

Absent: Fox, Scruggs

Request by the City of San Mateo for Measure A Funds for the 25th Avenue Grade Separation Project (TA Item 10b)

Ms. Chan presented:

- San Mateo funding request
 - Project: 25th Avenue grade separation
 - Phase: construction
 - Cost estimate: \$165.3 million
 - Measure A request: \$65.3 million
 - California High-Speed Rail Authority (CHSRA): \$84 million
 - California State Department of Transportation (Caltrans):
Section 190 Program: \$10 million
 - City of San Mateo match: \$6 million
- Project scope
 - Construct grade separation at 25th Avenue, along with elevated rail between Hillsdale Avenue and Highway 92
 - Relocate Hillsdale Station and provide station access and parking
 - Construct east/west connections at 28th and 31st avenues

- Construction Cost estimate by element
 - Grade separation at 25th Avenue, elevated rail from Hillsdale Avenue to Highway 92: \$134 million
 - Relocated elevated Hillsdale Station (including station access and parking): \$33.8 million
 - East/west connections at 28th and 31st avenues: \$12.2 million
- Cost estimate by phase
 - Preliminary engineering and environmental review: \$3.5 million
 - Final design: \$7.2 million
 - Right of way acquisition and utility relocation: \$4 million
 - Construction: \$165.3 million
- Schedule
 - Preliminary engineering/environmental review: July 2014 – August 2016
 - Final design and right of way: December 2015 – July 2017
 - Bid and award: November 2016 – April 2017
 - Construction: May 2017 – October 2019
- Coordination with electrification
 - Electrification construction to start spring 2017
 - San Mateo needs to secure construction funds now to begin construction by mid-2017
 - Construction of grade separation needs to start by mid-2017 to be completed before the installation of the electrification overhead contact system
- Overall project funding plan
 - Environmental: Measure A: \$3.7 million; San Mateo: \$1 million
 - Design: Measure A: \$3 million; San Mateo: \$3 million
 - Right of way: Measure A: \$2 million; San Mateo: \$2 million
 - Construction: Measure A: \$65.3 million; CHSRA: \$84 million; San Mateo: \$6 million; State Section 190: \$10 million
- Special circumstance considerations
 - Urgency
 - Significant cost savings to do the project before electrification
 - Safety improvement
 - Potential loss of funds
 - Impact to Measure A program
 - Grade separation program balance through Fiscal Year (FY) 2017: \$36.5 million
 - Annual receipts: approximately \$12 million
 - Staff currently evaluating whether funds can be borrowed from other TA programs if needed to cash flow the project
- Schedule
 - August 2016: San Mateo submits letter requesting Measure A construction allocation; CHSRA authorizes MOU for \$84 million to project
 - September 2016: information item on 25th Avenue Grade Separation
 - October 2016: TA action on 25th Avenue Grade Separation funding request

Jeff Londer asked if 25th, 28th, and 31st avenues will remain at grade. Larry Patterson, San Mateo City Manager, said those streets will need to be depressed.

Mr. Londer said San Mateo is contributing \$12 million out of the \$180 million, which is 6.6 percent. He asked if this is the normal percentage cities contribute for projects of this magnitude. Ms. Chan said there is no standard percentage. Staff looks for project sponsors to provide match to the projects. The city of San Mateo is providing its own funding, but it is able to bring funding from other sources that adds up to more than 50 percent of the project cost. The city of San Mateo is responsible for bringing in that non-TA money.

Mr. Patterson said the \$12 million was not an arbitrary number. The city did an analysis and the road connections are related specifically to the city side of the improvement not the grade separation.

Mr. Hedges said there is money other than the high-speed rail (HSR) bond money for this project. Mr. Patterson said one of the opportunities was some Federal money that was allocated to the HSR project that CHSRA needs to use soon, and this project provides the opportunity to use it. There's a draft of the MOU that has been prepared and by the time San Mateo comes to the TA Board for the funding request a draft MOU that is acceptable in concept or maybe completed will be available.

Program Report: Transit Ferry Program – South San Francisco (TA Item 10c)

Joel Slavitt, Manager, Programming and Monitoring, said the Water Emergency Transportation Authority (WETA) staff was not able to make this meeting, but will be presenting at the Board meeting. He can take any questions the CAC has to WETA for responses. A concern from prior presentations had to do with reaching 40 percent farebox recovery after three years of operational service. Unfortunately the South San Francisco service did not achieve that goal. In the fourth year, the service climbed to just over 30 percent. Historically, ridership has gradually increased. WETA requested a time extension, which was supported by a number of local entities, through the Metropolitan Transportation Commission (MTC). MTC granted the extension through FY2019.

Chair Arietta said San Francisco is having meetings about new ferry services and asked if any of the ferry services will be going into San Mateo County. She asked if commute and recreation service have increased contributing to increased ridership. Mr. Slavitt said he is not sure, but the ferry service has been increasing. He said he'll get in touch with WETA staff.

Joe Hurley, Director, TA Program, said one of the primary funding sources for operating the ferry is the Regional Measure 2 (RM2) bridge toll funding, and one of the requirements was the ferry service should be an east/west connection to make it in line with the source of funds. The San Mateo County to San Francisco run will be a challenge unless a triangle to the east side is included.

Mr. Hedges said a port for the ferry was approved is being built for Treasure Island and will go to San Francisco and possibly other locations.

Diana Bautista said she's happy the numbers are going up. People are clamoring for ferry service in the Redwood City area. She encourages WETA to focus on the South San Francisco numbers for now before going into Redwood City.

Mr. Londer asked if the 40 percent farebox recovery goal was the initial goal or a revised goal. Mr. Slavitt said it has been 40 percent from the start. If they don't make 40 percent, the MTC could shut off funding from RM2.

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

Motion/Second: Hedges/Londer

Ayes: Bautista, Hedges, Londer, O'Neill, Ward, Warhurst, Young, Arietta

Absent: Fox, Scruggs

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

Shweta Bhatnagar, Manager, Government and Community Relations, provided the following update:

State

Assembly Bill (AB) 2030 increases the thresholds for purchases that require agencies to go out to bid and was passed and signed by the governor.

AB2126, which increases the number of projects where Caltrans can use the Construction Manager/General Contractor delivery method, passed the Legislature and is now with the governor.

AB1889 clarifies the early investments in the bookends and elsewhere along the HSR system, which are ultimately going to be used for HSR trains, to be consistent with the intent of the Legislature in appropriating Proposition 1A funds. This bill passed the Legislature and is now with the governor.

What is left to pass is a final transportation funding package, which can be done any time before November 30 during the transportation special session.

The California State Transportation Agency awarded \$20 million to Caltrain from the State's Transit and Intercity Rail Cap and Trade Program for the electrification project.

Federal

The Federal Railroad Administration awarded Caltrain a \$2.8 million grant for the Communications-based Overlay Signal System/Positive Train Control Project.

Staff was notified that the Caltrain electrification project is moving forward in the Federal Transit Administration's Core Capacity grant program and is now entering the engineering phase.

Chair Arietta said there was a meeting in a Federal building in San Francisco and questions came up about HSR and accountability. She asked what came out of the meeting. Ms. Bhatnagar said it was a Congressional Transportation Subcommittee

meeting, and the primary focus was to talk about HSR and how far along the project was going. Caltrain's role was to talk about how the blended system would work and what else is needed to make the system happen. There was nothing controversial for Caltrain.

Chair Arietta asked if CHSRA is dropping Sacramento and San Diego from the route. Ms. Bhatnagar said she will have to get back to the group about that question.

Capital Projects Quarterly Status Report – 4th Quarter Fiscal Year 2016 (TA Item 10d)

Mr. Hurley said:

- The Poplar Avenue Safety Improvement Project in San Mateo construction schedule slipped because the city opted to do more public outreach in advance of the start of construction. Construction began last month and is scheduled to be completed at the end of 2016.
- The Highway 92 El Camino Real Interchange Reconstruction Project in San Mateo is delayed due to multiple reviews at the end of the design phase. The project design is now complete and is scheduled to be advertised for construction before the end of the year.

Mr. Warhurst said he bikes through Woodside and asked what the progress is on the project in that area. There is nothing observable on improving the bike route in the bus stop area at Alameda de las Pulgas by the golf course. Mr. Hurley said he would get an update and send it out to the group.

Approval of Minutes of August 4, 2016 (TA Item 4a)

No comments.

REPORT OF THE CHAIR – BARBARA ARIETTA

See attachment for Chair Arietta's complete report.

REPORT FROM STAFF – JOE HURLEY

Mr. Hurley said:

- The TA authorized an agreement with Caltrans to advance local money to move forward with the Highway 101/Willow Road and Route 92/El Camino Real projects due to the deprogramming of funding from the State Transportation Improvement Program (STIP). The California Transportation Commission authorized the agreement at their August meeting. The agreements need to be amended with Caltrans to show the TA will front the money and the STIP will reimburse the TA at a later time.
- There has been progress with the Highway 101/Broadway Interchange Project, but additional costs incurred from utility relocation, construction management, and design support during construction are projected to be higher than budgeted, necessitating an increase in the current budget. The TA is working with Caltrans to pursue strategies to deliver the project within budget, but the probability is additional funding will be needed.

MEMBER COMMENTS/REQUESTS

Mr. Hedges said he and his wife were selected to test out mileage tracking devices in their cars. Three types of reporting are available. One is an application for a smart phone. One is a device that will not track where a driver goes, just the number miles driven. The third will track where drivers go and the number of miles driven. He chose the option that tracks where he goes. The idea of the program is to decide if a road charge based on miles driven should be imposed due to the futility of a gas tax.

DATE, TIME AND PLACE OF NEXT MEETING

Tuesday, October 4, 2016 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

Adjourned at 5:38 p.m.

Averill, Joshua

From: Barbara Arietta <barietta@hotmail.com>
Sent: Thursday, September 01, 2016 7:26 PM
To: Averill, Joshua
Subject: **** CAC Chair's Report for August 30, 2016 ****

Dumbarton Transportation Study Public Outreach Meetings to Be Conducted in September

Former CAC member Jim Bigelow has kept his promise to stay in touch with the CAC by sending me news to share with the CAC about two upcoming meetings by Sam Trans on the Dumbarton Corridor Study that is underway. He states that he looks forward to receiving an update on possible options for travel improvements in this corridor. The Friends of Caltrain, as well, have continued to be interested in this travel corridor including the Dumbarton Rail Project.

For those of you who would like to touch base with Jim once again, this would be a good opportunity to do so. He states that he is planning on attending the Public Outreach meeting of the Dumbarton Transportation Corridor Study in Newark this September.

This first of these two public meetings will be held at the Newark Library on Monday, September 12, 2016 from 7pm to 8pm. The library is located at 6300 Civic Terrace Avenue in Newark.

"The What and Why of this Study":

The San Mateo County Transit District (Sam Trans) is conducting a feasibility study of the Dumbarton Corridor to identify strategies that can address increased travel between Alameda, San Mateo and Santa Clara counties. The study will look at conceptual solutions to address both congestion at the Dumbarton Bridge (State Highway 84) and the repurposing of the Dumbarton Rail Bridge to the south as another transportation option. As a feasibility study, the study will not approve any future projects, but instead will provide local stakeholders with options to consider exploring further. The Corridor directly connects the cities of Newark, Fremont and Union City in the East Bay and Redwood City, Menlo Park, East Palo Alto and Palo Alto on the Peninsula.

The Dumbarton Transportation Corridor Study will recommend a phased program of operational and infrastructure improvements that enhance the mobility between Alameda, San Mateo and Santa Clara counties. The study will examine opportunities to improve auto, transit, bicycle, pedestrian and other uses of the Dumbarton Bridge and Dumbarton rail bridge, including enhancements to Dumbarton Express Bus (DBX) commuter service. The study will also identify ways to enhance rail bridge safety on the Bay's waterways and provide connectivity to commuter and intercity rail services by recommending options to preserve and repurpose the rail bridge. Through connections to the Capital Corridor, Altamont Commuter Express, Amtrak and Caltrain, commuters from the South Bay could travel to destinations in the East Bay, Central Valley and beyond.

The study aims to address regional and local mobility issues, including the jobs/housing imbalances in the Southern Bay Area that threatens the economic vitality of the jobs-rich areas that lack housing alternatives.

It will also evaluate infrastructure improvements needed along the bridge approaches on each side of the Bay.

Sam Trans, as owner of the Dumbarton rail bridge and member of the Dumbarton Bridge Regional Operations Consortium(DBROC) that oversees DBX service will manage the study with two transportation authorities that supply multi-modal improvements at each end of the Dumbarton Bridge. These are the San Mateo County Transportation Authority and the Alameda County Transportation Commission.

At these meetings, staff will provide a study update, review the study goals, evaluation metrics and initial alternatives examined. Staff will also detail the initial screening of alternatives and discuss which alternatives will be carried forward for further evaluation.

The second meeting will be held on the Peninsula on Wednesday, September 14, 2016 from 7pm to 8pm at the Fair Oaks Community Center, located at 2600 Middlefield Road in Redwood City.

One of the project partners is FACEBOOK. As you may recall, earlier this year FACEBOOK gave a one million dollar grant to the San Mateo County Transit District to conduct this study. FACEBOOK brings financial support to the study, as well as a private sector perspective on how transportation infrastructure can serve the needs of major employers.

Members of the CAC, as well as the general public, are not only invited, but encouraged to attend either one of these meetings.

Respectfully submitted,

**BARBARA ARIETTA
Chair, San Mateo County Transportation Authority, CAC**