

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

MINUTES OF SEPTEMBER 5, 2017

MEMBERS PRESENT: B. Arietta (Chair), K. Bond, A. Chen, K. Chin, J. Fox, R. Hedges, K. Kuklin, J. Londer, S. Scruggs, S. Stamos, W. Warhurst

MEMBERS ABSENT: D. Bautista, P. Haynie, O. O'Neil

STAFF PRESENT: M. Beveridge, A. Chan, C. Gumpal, J. Hurley, R. Lobo

Chair Barbara Arietta called the meeting to order at 4:31 p.m.

Member John Fox attended via teleconference.

APPROVAL OF THE AUGUST 1, 2017 MEETING MINUTES

Motion/Second: Hedges/Warhurst

Ayes: Arietta, Bond, Chen, Chin, Fox, Hedges, Kuklin, Londer, Stamos, Warhurst

Absent: D. Bautista, P. Haynie, O. O'Neil

PUBLIC COMMENT

None

ITEMS FOR REVIEW – SEPTEMBER 7, 2017 TA BOARD MEETING

APPROVE POLICY REVISIONS FOR THE NEXT 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. Slavitt 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 environmental 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 cost of infrastructure needs generated from new development.

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

Members of the CAC expressed concerns about what happens to funds awarded to projects, that do not get the requisite funding matches to complete the projects, and how quickly the funds originally allocated for those projects, have been “on hold” for a number of years. Are they reprogrammed for other projects?

Members of the CAC questioned the evaluation criteria employed, in relation to project effectiveness, and if there would be enough funding to complete the projects that would be the most effective in combating traffic congestion.

The CAC was in agreement with the staff's recommendations for future fund programming and allocation approach and complimented Mr. Slavitt on his presentation.

Motion/Second: Hedges/Warhurst

Ayes: Arietta, Bond, Chen, Chin, Fox, Hedges, Kuklin, Londer, Stamos, Warhurst

Absent: D. Bautista, P. Haynie, O. O'Neil

PROGRAM REPORT: TRANSIT - DUMBARTON CORRIDOR

Ms. Chan, Chief Officer of Planning and Development, reported the Dumbarton Transportation Corridor Study is being led by SamTrans. She stated 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 that earlier efforts associated with the environmental review process on the Dumbarton Rail Corridor was put on hold because the funding was not there to fully fund the project through construction. As a result, SamTrans decided to take a fresh look since this Corridor has gotten more congested due to increase in jobs and the lack of housing in the West Bay has contributed to significant increase in the amount of traffic coming from the East Bay. She stated current study has expanded the focus and now includes the modification to Route 84.

Ms. Chan reported that when SamTrans 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 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 shared 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 increase the frequency of that Dumbarton express bus.

- Make approach improvements - looking at more approach improvements to the bridge both East and West Bay. The TA is also considering a fly over that will connect directly onto the 101. In the longer term, the SamTrans is recommending even more express buses to take maximum advantage of these improvements, making the express bus service more competitive.
- Impacts - \$51 million investment cost, \$12 million (O&M), there will be a 34 percent increase in transit ridership. 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) constraints.

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 to express lane
 - 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 service
- 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.

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.

Next steps, 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-December 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.

The CAC members inquired about the opportunity to keep an option that included a bike/pedestrian multi-use path by working with the property owners.

The CAC had questions concerning what travel demand method was employed to arrive at the projected bus and rail ridership along the Corridor, since they have observed that many people still prefer to travel in their own vehicles and not take public transportation.

Questions were raised by the Committee about the compatibility of a rails service and a bike/pedestrian path next to each other given the right-of-way width/constraints. Some members preferred reversible express lanes on the Highway Bridge and understood that using one fixed toll lane in each direction could result in more congestion in the remaining general purpose lanes and cause more people out of their cars onto public transportation.

CAPITAL PROJECTS QUARTERLY STATUS REPORT 4TH QUARTER FISCAL YEAR 2017

Mr. Joe Hurley, Director, Transportation Authority presented on the 101/Woodside Road interchange project. He stated the budget on this project for the design phase went to Yellow. The reason for this was 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 has secured an additional \$1.5 million therefore the design phase is fully funded. The other project Mr. Hurley reported on was on the 101/Holly interchange project. He stated the schedule on this project has gone to Red because the city has delayed the highway project to allow both the pedestrian overcrossing (POC) and highway project to be let out as a single contract. The city is working on securing the balance of the funding need for the POC project.

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENDITURES FOR JULY 2017

Reaffirm the San Mateo County Transportation Authority Investment Policy and Reauthorize Investment of Monies with the Local Agency Investment Fund

The Executive Director or his designee serves as the TA's trustee for purposes of placing investments pursuant to the Investment Policy and also reauthorize the included delegations of authority on an annual basis at a public meeting.

Motion/Second: Hedges/Warhurst

Ayes: Arietta, Bond, Chen, Chin, Fox, Hedges, Kuklin, Londer, Stamos, Warhurst

Absent: D. Bautista, P. Haynie, O. O'Neil

REPORT OF THE CHAIR (BARBARA ARIETTA)

Chair Arietta advised the CAC there will be a community meeting in reference to the 25th Avenue Grade Separation Project on Wednesday, September 13, 2017 at 6:00 PM to 7:00 PM. The meeting will be held in the recently established Caltrain Electrification Public Outreach Office at 2121 S. El Camino Real, Building A-100 in San Mateo. She also

reminded the CAC in the same building at 7:15 M there will be an additional meeting in reference to construction activities and updates associated with the Peninsula Electrification Project (PCEP).

REPORT FROM STAFF

Mr. Hurley reminded the CAC that they all have been invited to the US101 Broadway Interchange Reconstruction Ribbon Cutting Ceremony to be held on Thursday, September 14, 2017 in Burlingame at 11:00 AM. He also reported on the U.S. 101 Managed Lane Project and advised the TA that there will be a workshop for sponsors of New Shuttles and underperforming shuttles on Wednesday, September 27, 2017 from 10:00 AM to 12:00 PM in the SamTrans Building in San Carlos.

DATE, TIME AND PLACE OF NEXT MEETING

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

Adjourned at 6:27 p.m.