AGENDA
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

October 1, 2015 – Thursday 5:00 p.m.

1. Pledge of Allegiance

2. Call to Order/Roll Call

3. Report of the Citizens Advisory Committee

4. Consent Calendar
   Members of the public or Board may request that an item under the Consent Calendar be considered separately
   a. Approval of Minutes of September 3, 2015
   b. Acceptance of Statement of Revenues and Expenditures for August 2015

5. Public Comment
   Public comment by each individual speaker shall be limited to one minute

6. Chairperson’s Report

7. Highway Capital Improvement Project Ad Hoc Committee Update INFORMATIONAL

8. Joint Powers Board Report INFORMATIONAL

9. Report of the Executive Director INFORMATIONAL

10. Finance
    a. Authorize Programming and Allocation of $108,020,000 in Original and New Measure A Highway Program Funds to Eight Highway Projects RESOLUTION

11. Program
    a. Update on State and Federal Legislative Program INFORMATIONAL

12. Requests from the Authority

13. Written Communications to the Authority

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.
14. Date/Time of Next Meeting: Thursday, November 5, 2015, 5 p.m. at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070

15. Report of Legal Counsel
   a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pacificans for a Scenic Coast vs. California Department of Transportation, Respondents and Defendants, and San Mateo County Transportation Authority and City of Pacifica, Real Parties in Interest and Defendants. Case No. CIV 523973

16. Adjournment
ACTION
Staff proposes the Board approve the following:

1. Program and allocate $108,020,000 in Original and New Measure A Highway Program funds to projects as listed in Exhibit A.

2. Authorize the Executive Director or his designee to take any actions necessary to allocate the subject funding.

SIGNIFICANCE
The San Mateo County Transportation Authority (TA) issued a Highway Call for Projects (CFP) in May 2015 announcing the availability of up to $125 million in Measure A funds for Fiscal Years (FY) 2016 and 2017. The project selection committee evaluated and scored 11 applications in a total amount of $158,086,000, in excess of the $125 million available for the CFP.

TA staff subsequently developed a draft list of projects, consolidating them into three different tiers, based on the range of scores received. TA staff recommended that the first two tiers of projects be selected for funding award, as part of an informational item, to the TA Board at its September meeting. Exhibit A, enclosed with this report, contains a list of each of the project tiers with funding award recommendations for each project.

The Tier I group of projects are all located on or impact the heavily congested Highway 101 corridor and they fared well with the evaluation criteria and scored higher than the projects in the next group, primarily on project readiness and funding leverage. For the US 101/Willow Interchange Improvements project in Tier 1, staff is recommending $56,400,000 instead of the $64,400,000 included in the September 2015 Staff Report. The difference is the amount this project is currently pursuing in State Transportation Improvement Program (STIP) funds from the California Transportation Commission (CTC) to fund Caltrans’s construction management costs. In the event the STIP funding is not secured with the CTC, the project sponsor would need to return to the TA Board for an increase in Measure A funding.
The Tier II projects are also located on the heavily congested Highway 101 corridor and all of these funding requests are for the environmental phase of work. The award of funding to complete the environmental phase for the Tier II projects will make them more competitive to receive potential new external sources of revenue. It will also help to better ensure that a continuous pipeline of projects can be maintained.

The Tier III projects are all located on arterial streets that either cross and/or provide direct access to the State highway system. While staff acknowledges there are local benefits to these projects, they are not recommended for funding because they did not meet the evaluation criteria as well as those in Tiers I and II, primarily for project readiness and their effectiveness in reducing congestion and improving throughput at a regional/countywide level.

Staff met with the TA Highway CIP Ad-Hoc Committee on September 23, 2015 to review the recommended project list and further discuss policy options to address issues related to the long term funding shortfall for the highway program. Staff agreed to continue efforts to better identify congestion “hot spots” to better inform policy decisions to be made as part of future Highway CFPs.

**BUDGET IMPACT**

The total proposed programming and allocation of Measure A Highway Program funds is $108,020,000, of which $16,114,031 consists of Original Measure A, $61,635,969 consists of New Measure A Key Congested Area (KCA) and $30,270,000 consists of New Measure A Supplemental Roadway (SR) funds. There is sufficient funding capacity to fully fund the recommended projects from the Measure A Highway Program.

**BACKGROUND**

In accordance with the voter-approved Transportation Expenditure Plan (TEP), a total of 27.5 percent of the New Measure A sales tax receipts are dedicated to the Highway Program for capital projects that reduce congestion and improve throughput and safety. The Highway Program is composed of two components: 1) KCA with 17.3 percent of the sales tax receipts, and 2) SR with 10.2 percent of the sales tax receipts. The TEP contains a list of the candidate KCA highway projects and a partial list of candidate SR projects. Additional candidate SR projects may be submitted to the TA for consideration to account for changing needs during the 25-year life of the program. SR projects can include highway as well as other types of congestion reducing roadway projects in the county.

The TA Strategic Plan establishes the framework for the project selection approach for each program category. An extensive public outreach process was undertaken to develop the TA Strategic Plan, including the recent update in 2014. The CFP approach is used for the Highway Program. Project selection committees evaluate project applications based on established CFP criteria, which are published online and detailed in the CFP material. After the Board programs and allocates funds for the projects as further described in Exhibit A, staff will coordinate with sponsors to enter into funding agreements and memoranda of understanding so that work can proceed.

Prepared By: Joel Slavit, Manager of Programming and Monitoring 650-508-6476
## Tier I Projects - Recommended for Funding

<table>
<thead>
<tr>
<th>Project and Description</th>
<th>Sponsor</th>
<th>Sponsor Funding Request</th>
<th>TA Program Support</th>
<th>Program and Allocate</th>
<th>Funding Award Details</th>
<th>Funding Track</th>
<th>Est. Phase Completion</th>
<th>Benefits of Project</th>
<th>Remaining Funds Needed to Complete Project</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SR 92/82 (El Camino Real) Interchange Improvements</strong>: Conversion from a full to partial cloverleaf interchange. Realign and widen on- and off-ramps and add signalized intersections at on-ramp termini. Widen sidewalks and add bike lanes on SR 82.</td>
<td>San Mateo</td>
<td>$6,000,000</td>
<td>$200,000</td>
<td>$16,200,000</td>
<td>Program and allocate $16,300,000 for construction. Allocation conditioned on ROW certification and completion of PS&amp;E.</td>
<td>KCA</td>
<td>Jun-18</td>
<td>The reconfiguration of the ramps will improve both safety and operation by eliminating the short weave movements between on- and off-ramps which contribute to queuing and spillback onto 92, resulting in congestion and a high number of accidents. Bicyclist and pedestrian movements along the El Camino Real within the interchange will be improved.</td>
<td>$0</td>
</tr>
<tr>
<td><strong>US 101/Woodside Road (SR 84) Interchange Improvements</strong>: Add vehicular lanes, sidewalks and bike lanes on Woodside Road/Seaport Boulevard, expand and signalize ramp intersections, eliminate southbound off-ramp &quot;fifth leg&quot; at Broadway, and build a direct ramp serving Veterans Boulevard.</td>
<td>San Carlos</td>
<td>$14,060,000</td>
<td>$50,000</td>
<td>$2,650,000</td>
<td>Program and allocate $2,600,000 for PS&amp;E &amp; ROW. Allocation conditioned on completion of environmental clearance.</td>
<td>KCA</td>
<td>Oct-19</td>
<td>The Project will add substantial capacity and improve the operations of ramps and intersections within the interchange, reducing backups on local streets and highway. This project will reduce existing and projected congestion, which in turn will reduce delay and collision potential and improve travel and safety conditions for all modes of transportation.</td>
<td>$122,334,000</td>
</tr>
<tr>
<td><strong>US 101/Willow Interchange Improvements</strong>: Conversion from a full to partial cloverleaf interchange. Replace the existing Willow Road overcrossing with additional vehicular lanes, sidewalks on both sides and new enhanced bikeways. Realign and widen on- and off-ramps with new signals at intersections.</td>
<td>Menlo Park</td>
<td>$68,000,000</td>
<td>$400,000</td>
<td>$56,400,000</td>
<td>Program and allocate $56,400,000 for construction. Allocation conditioned on ROW certification and completion of PS&amp;E.</td>
<td>KCA &amp; OM</td>
<td>Jun-18</td>
<td>The Project will address operational deficiencies both on 101 and Willow Road that are caused by the short weave between on- and off-ramps. Backups and upstream queuing on 101 will be improved. Travel time will be reduced and reliability increased with these improvements. All modes of travel will realize safety and operational benefits from the widening of Willow Road through the limits of the project.</td>
<td>$8 to $10.4 million. STIP funds requested for construction management (CM) as part of 2016 STIP adoption, March 2016. Caltrans charges a lower rate for CM if STIP funds are used.</td>
</tr>
<tr>
<td><strong>US 101/Holly Street Interchange Improvements</strong>: Conversion from a full to partial cloverleaf interchange. Realign on- and off-ramps and add signalized intersections at ramp termini. New and widened sidewalks and the addition of bike lanes. A separate pedestrian/bicycle overcrossing has been proposed as part of this project but is not eligible to be funded from the Highway Program.</td>
<td>Redwood City</td>
<td>$13,580,000</td>
<td>$150,000</td>
<td>$10,720,000</td>
<td>Program and allocate $10,720,000 for ROW and construction. ROW allocation conditioned on completion of environmental clearance. Construction allocation further conditioned on completion of ROW certification and completion of PS&amp;E.</td>
<td>SR</td>
<td>Apr-18</td>
<td>The Project will improve operations by eliminating short weaves that result in backups on both 101 and Holly during peak periods. Ramp termini will be modified to improve safety for bicyclist and pedestrians traveling through the interchange on Holly. The project will help mitigate traffic impacts from recent and planned development near the interchange.</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Footnotes**

1) TA program support costs have been added to recommended project program and allocation awards where the TA is not the lead but will be providing support to the project sponsor and implementing agency.
2) KCA: Key Congested Areas, SR: Supplemental Roadways, OM: Original Measure A
3) Projected remaining funds needed to complete project after the recommended funding awards are made.
4) US 101/Woodside Road Interchange: Sponsor funding request includes $3,510,000 to cover additional design costs due to scope increase and $30,550,000 for partial ROW needs. $1,600,000 of the $3,510,000 funding request for design is for the PS&E phase; the remainder is for design services during construction, not projected to start until April 2020. The request for ROW includes $1,000,000 for real estate pre-acquisition services, projected to start October 2018, and partial property acquisition, in the amount of $9,550,000, not projected to start until October 2018. The requests for design services during construction, in the amount of $1,900,000, and partial property acquisition, in the amount of $9,550,000, are beyond the FY2016 and FY2017 timeframe of the current funding call.
5) US 101 Willow Interchange: If CTC does not approve request for STIP funds as part of 2016 STIP, a Special Circumstance allocation of $10.4 million will be needed to fully fund the construction phase of work.
6) US 101/Holly Street Interchange: Only $10,570,000 of the $13,580,000 sponsor funding request is eligible to be funded from the Highway Program. $3,010,000 is proposed to fund construction of a separate pedestrian/bicycle overcrossing, which is not eligible to be funded from the Highway Program.
7) Phase of work acronyms: PID - project initiation document, PS&E - plans, specifications and estimates, ROW - right of way.
## Tier II Projects - Recommended for Funding

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<tr>
<td>US 101 Staged HOV Lanes (Whipple to I-380):</td>
<td>C/CAG</td>
<td>$8,500,000</td>
<td>$0</td>
<td>$8,500,000</td>
<td>Program and allocate $8,500,000 for environmental.</td>
<td>SR</td>
<td>Feb-18</td>
<td>The Project will reduce delays and improve travel time and reliability for high occupancy vehicles and transit along the 101 Corridor. It will encourage carpooling and transit use as an alternative to driving alone. It will increase person throughput.</td>
<td>$225,059,000</td>
</tr>
<tr>
<td>Conversion of a partial interchange to a full interchange at Peninsula Avenue by adding new southbound on- and off- ramps and closing the southbound on- and off-ramps at East Poplar Avenue.</td>
<td>C/CAG, South San Francisco</td>
<td>$8,000,000</td>
<td>$0</td>
<td>$8,000,000</td>
<td>Program and allocate $8,000,000 for environmental.</td>
<td>SR</td>
<td>Dec-17</td>
<td>The Project will help mitigate safety and operational impacts that would otherwise result from the significant volume increase forecasted within the 101 Corridor by facilitating egress and ingress from the ramps. The project will also consider HOV/express (toll) lanes, which will increase the people throughput on the corridor.</td>
<td>$137,232,000</td>
</tr>
<tr>
<td>US 101 Auxiliary Lanes (Oyster Point to San Francisco County Line):</td>
<td>C/CAG, South San Francisco</td>
<td>$8,000,000</td>
<td>$0</td>
<td>$8,000,000</td>
<td>Program and allocate $8,000,000 for environmental.</td>
<td>SR</td>
<td>Oct-17</td>
<td>The Project will provide efficient access to and from N/B and S/B 101 to a major commercial and business destination and future planned growth. It will enhance safety and operations by reducing a significant volume of truck traffic on local surface streets. The new overcrossing provides a new east-west connection across 101 that will benefit all modes of transportation.</td>
<td>$146,644,000</td>
</tr>
<tr>
<td>US 101 Produce Avenue Interchange:</td>
<td>South San Francisco</td>
<td>$3,000,000</td>
<td>$50,000</td>
<td>$3,050,000</td>
<td>Program and allocate $3,050,000 for environmental.</td>
<td>SR</td>
<td>Oct-17</td>
<td>The Project will provide efficient access to and from N/B and S/B 101 to a major commercial and business destination and future planned growth. It will enhance safety and operations by reducing a significant volume of truck traffic on local surface streets. The new overcrossing provides a new east-west connection across 101 that will benefit all modes of transportation.</td>
<td>$587,324,000</td>
</tr>
</tbody>
</table>

### Total Funding Requests & Recommended Awards for Tier II Projects: $22,000,000

### Remaining Funds Needed to Complete Project: $587,324,000

#### Footnotes
1. TA program support costs have been added to recommended project program and allocation awards where the TA is not the lead but will be providing support to the project sponsor and implementing agency.
2. KCA: Key Congested Areas, SR: Supplemental Roadways, OM: Original Measure
3. Projected remaining funds needed to complete project after the recommended funding awards are made.
4. Phase of work acronyms: PID - project initiation document, PS&E - plans, specifications and estimates, ROW - right of way.
### Tier III Projects - Not Recommended for Funding

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<tr>
<td>SR 1/Manor Drive Overcrossing and Milagra On-ramp</td>
<td>Pacifica</td>
<td>$29,930,000</td>
<td>NA</td>
<td>$0</td>
<td>Widening the existing Manor Drive overcrossing from Palmetto Avenue, to the west, and Oceana Boulevard, to the east, with larger turning radii at corners and new traffic signals at the intersections. A new northbound on ramp to SR 1 at Milagra Drive is included.</td>
<td>KCA</td>
<td>$23,698,000</td>
</tr>
<tr>
<td>Ralston Avenue Corridor Complete Streets Improvements</td>
<td>Belmont</td>
<td>$7,886,000</td>
<td>NA</td>
<td>$0</td>
<td>Multi-modal traffic improvements on Ralston Avenue from US 101 to SR 92 that include: adding new traffic signals, modifying signal timing of existing traffic signals, adding a roundabout at Notre Dame de Namur University, removal of on-street parking, widened sidewalks, enhanced crosswalks, new bikeways on and nearby Ralston Avenue and other Complete Street treatments.</td>
<td>SR</td>
<td>$10,085,000</td>
</tr>
<tr>
<td>Railroad Avenue Extension</td>
<td>South San Francisco</td>
<td>$630,000</td>
<td>NA</td>
<td>$0</td>
<td>Eastern extension of Railroad Avenue from South Linden Avenue to the intersection of East Grand and Allerton Avenues with a new undercrossing of US 101. Includes the removal of an existing Union Pacific railroad spur east of US 101.</td>
<td>SR</td>
<td>$23,343,000</td>
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</table>

**Total Funding Requests & Recommended Awards for Tier III Projects:** $28,446,000

<table>
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<th>Notes/Rationale</th>
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</tr>
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<tr>
<td>$28,446,000</td>
<td></td>
<td>$0$</td>
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<tr>
<td>$57,124,000</td>
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### Footnotes:
1) TA program support costs have been added to recommended project program and allocation awards where the TA is not the lead but will be providing support to the project sponsor and implementing agency.
2) KCA: Key Congested Areas, SR: Supplemental Roadways, OM: Original Measure A
3) Projected remaining funds needed to complete project after the recommended funding awards are made.
4) SR 1/Manor Drive Overcrossing and Milagra On-ramp: Only the Planning (start May 2016) and PID (start May 2017) phases of work, in the amount of $1,200,000, are projected to start within the FY2016 and FY2017 timeframe of the current funding call.
5) Ralston Avenue Complete Streets Improvements: Funding need not until FY2018 (ROW to start December 2017 and PS&E to start January 2018), which is outside the FY2016 and FY2017 timeframe of the current funding call.

**Total Measure A Highway Program Recommend Funding Awards:** $108,020,000

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**Exhibit A**

San Mateo County Transportation Authority

Measure A Highway Program Call for Projects - Final Recommendations

**Total Original Measure A Highway Program Funds for Recommended Funding Awards:** $16,114,031

**Total New Measure A Highway Program Key Congested Area Funds for Recommended Funding Awards:** $61,635,989

**Total New Measure A Highway Program Supplemental Roadway Funds for Recommended Funding Awards:** $30,270,000

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**TA Board Page 3 10/01/2015**
RESOLUTION NO. 2015 –
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA

***

AUTHORIZING THE PROGRAMMING AND ALLOCATION OF $108,020,000 IN ORIGINAL AND NEW MEASURE A HIGHWAY FUNDS FOR EIGHT PROJECTS

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow for the collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent transactions-and-use tax in San Mateo County for 20 years with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

WHEREAS, the Original Measure A included funding for projects under the Highway Program category, of which $16,114,031 remains available for eligible projects; and

WHEREAS, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the TA of the New Measure A half-cent transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009; and

WHEREAS, the 2004 Transportation Expenditure Plan designates 17.3 percent of the New Measure A revenue to fund projects in Key Congested Areas and 10.2 percent of the New Measure A revenue to fund Supplemental Roadway projects under the Highway Program; and

WHEREAS, the TA issued a competitive Call for Projects from the Highway Program for Fiscal Year (FY) 2016 and FY2017, which yielded eleven applications for review from nine sponsors; and
WHEREAS, the project selection committee evaluated and scored the projects, and staff has consolidated the projects into three different tiers based on the range of scores received; and

WHEREAS, staff recommends the Board authorize the programming and allocation of a total of $108,020,000 in Original and New Measure A Highway Program category funds for the Tier I and II projects as listed in Exhibit A.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby approves the Tier I and II projects as listed in Exhibit A; and

BE IT FURTHER RESOLVED THAT the Board of Directors hereby programs and allocates a total of $108,020,000 in Original and New Measure A Highway Program category funds for the Tier I and II projects as listed in Exhibit A; and

BE IT FURTHER RESOLVED THAT the Executive Director, or his designee, is authorized to execute any necessary documents or agreements, and to take any additional actions necessary, to give effect to this resolution.

Regularly passed and adopted this 1st day of October, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

Authority Secretary