



ADMINISTRATIVE REPORT

TO: CITY COUNCIL

FROM: SUSAN M. LOFTUS, CITY MANAGER

PREPARED BY: PUBLIC WORKS DIRECTOR

MEETING DATE: SEPTEMBER 16, 2013

SUBJECT: MEASURE A GRADE SEPARATION PROGRAM FUNDING FOR 25TH
AVENUE GRADE SEPARATION AND RAIL REALIGNMENT PROJECT

RECOMMENDATION

Adopt a Resolution to support the 25th Avenue Grade Separation and Rail Realignment Project; authorize submittal of an application for \$3.7 million of Measure A Grade Separation Program Funding for the project scope of work; authorize the City Manager to execute a funding agreement with the San Mateo County Transportation Authority to encumber any Measure A Grade Separation Program funds awarded; and commit to completion of the project scope if awarded funding.

BACKGROUND

In 2004, the voters of San Mateo County reauthorized the Measure A Program and approved an extension of the half-cent sales tax for transportation improvements through the year 2033. A provision of the expenditure plan provides that 15% of the sales tax revenues be allocated to eliminate at-grade rail crossings through the Grade Separation Program.

San Mateo has a total of nine (9) candidate grade separation projects listed in the 2004 Transportation Expenditure Plan, and the City Council has identified separating the 25th Avenue crossing as the City's 1st priority, as this location is important to the success of the Rail Corridor Plan and the associated transit oriented development. In addition the City has identified two (2) additional street connections at 28th and 31st Avenues, which are made possible as a result of the proposed rail realignment at the 25th Avenue grade separation.

The elevated rail alignment in the segment south of SR 92 has been approved by the City of San Mateo, has unanimous City Council support and is the only alignment considered in the High Speed Rail Authority Alternatives Analysis. The new street connections at 28th and 31st Avenue

are adjacent to the Bay Meadows II Transit Oriented Development and have been envisioned throughout the 10 year planning process that yielded the San Mateo Rail Corridor Plan. These locations would be included as part of the overall project due to their proximity to 25th Avenue and the planned elevated alignment of the tracks. The overall project will also include the relocation of the Hillsdale Caltrain Station to a location northward between 28th and 31st Avenues and adjacent to the Bay Meadows II Transit Oriented Development (Attachment 2).

On August 5, 2013, the San Mateo County Transportation Authority issued a solicitation for projects for the Measure A Grade Separation Program. Staff has submitted an application for \$3.7M for a scope of work which includes preliminary engineering and environmental work (a subset of the overall project). A resolution in support of the City's application is required in order to compete for these funds. The TA will select projects for funding in November-December 2013.

BUDGET IMPACT

The estimated cost to complete the proposed scope of work for this phase of the project is \$4.7M. Staff has applied for \$3.7M in Measure A Funds. The City of San Mateo would contribute \$1M, as providing a significant local contribution will make the project more attractive to the selection panel. The City has budgeted \$12M in transportation impact fees as its contribution to the overall project for the two new street connections (28th and 31st Avenue from El Camino Real to Delaware Street). This \$1M City contribution is intended as part of that total contribution. There are currently sufficient funds available in Project Account #462202 for the proposed \$1M contribution to the scope of work for this phase. Completion of preliminary engineering and environmental work will better position the City when competing for future funding for the overall project.

ENVIRONMENTAL DETERMINATION

Pursuant to CEQA Guideline Section 21080, this application is not a project subject to CEQA because it is a request for the allocation of grant funding and the City is only committing to preliminary engineering work and CEQA/NEPA analysis and it can be seen with certainty that those activities will not have a significant effect on the environment. A separate environmental review analysis consistent with CEQA/NEPA requirements will be prepared for the project following the preliminary engineering of the improvements.

NOTICE PROVIDED:

Meeting requirements met.

ATTACHMENTS

Attachment 1 –Resolution

Attachment 2 – Map

STAFF CONTACTS

Tricia Toomey, Senior Management Analyst
ttoomey@cityofsanmateo.org
(650) 522-7327

**CITY OF SAN MATEO
RESOLUTION NO. ____ (2013)**

SUPPORTING THE 25th AVENUE GRADE SEPARATION AND RAIL REALIGNMENT PROJECT, AUTHORIZING SUBMITTAL OF AN APPLICATION FOR MEASURE A GRADE SEPARATION PROGRAM FUNDING AND EXECUTION OF A FUNDING AGREEMENT, AND COMMITTING TO THE COMPLETION OF THE PROJECT SCOPE AND \$1 MILLION IN MATCHING LOCAL FUNDS

WHEREAS, in June 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the San Mateo County Transportation Authority (the TA) of a half-cent transactions and use tax in San Mateo County for 25 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, in November 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the TA the half-cent transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan (the Expenditure Plan) beginning January 1, 2009 (New Measure A); and

WHEREAS, the TA issued a Solicitation for Projects for the Measure A Grade Separation Program on August 5, 2013; and

WHEREAS, a provision of the Expenditure Plan is to eliminate at-grade rail crossings through the Grade Separation Program; and

WHEREAS, the City of San Mateo has nine candidate grade separation projects listed in the Expenditure Plan with the Council identifying the separation and rail realignment of the 25th Avenue crossing as the City's first priority as this location is important to the success of the Rail Corridor Plan and the associated transit-oriented development; and

WHEREAS, the City Council selected a vertical alignment based on a 2001 study prepared for the City of San Mateo by Parsons Brinkerhoff Quade and Douglas and an elevated alignment is assumed in all subsequent planning studies; and

WHEREAS, the City of San Mateo has conducted over a decade of planning within the Rail Corridor and approved transit oriented development land uses proximate to the Hillsdale Station and much of the anticipated development is in construction including the large Bay Meadows project;

WHEREAS, the 25th Avenue Grade Separation and associated elevated rail alignment is an integral part of the Rail Corridor Plan; and

WHEREAS, the City Council supports the design of a 2-track elevated rail project that will also permit the construction of passing tracks as part of the ultimate buildout of the high speed rail Blended System; and

WHEREAS, the City has also identified that separating the at-grade crossing at 25th Avenue will require the relocation of the Hillsdale Caltrain Station and permit new street connections at 28th and 31st Avenues, to be included in the 25th Avenue grade separation and rail realignment project; and

WHEREAS, it will cost \$4.7 Million to implement the project scope and perform preliminary engineering and environmental work associated with the 25th Avenue Grade Separation and Rail Realignment project; and

WHEREAS, the City wishes to sponsor the implementation of the project scope; and

WHEREAS, the City seeks \$3.7 Million of Measure A Grade Separation Program funds towards the project scope, with the City committing to a local match of \$1 Million; and

WHEREAS, the TA requires a governing board resolution from the City in support of the City's application for San Mateo County Measure A Grade Separation Program funds for the project scope; and

WHEREAS, the TA requires a governing board resolution from the City committing the City to the completion of the project scope;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAN MATEO, CALIFORNIA, HEREBY RESOLVES that:

1. Pursuant to California Environmental Quality Act (CEQA) Guidelines section 21080, this application is not a project subject to CEQA because it is a request for the allocation of grant funding and the City is only committing to preliminary engineering work and CEQA/NEPA analysis and it can be seen with certainty that those activities will not have significant effect on the environment. A separate environmental review analysis consistent with CEQA/NEPA requirements will be prepared for the project following the preliminary engineering of the improvements
2. The City of San Mateo supports the 25th Avenue Grade Separation and Rail Realignment Project.
3. City Staff is authorized to submit an application for San Mateo County Measure A Grade Separation Program funds for \$3.7 Million for a scope of work which includes preliminary engineering and environmental work associated with the 25th Avenue Grade Separation And Rail Realignment Project.
4. The City Manager is authorized to execute a funding agreement with the San Mateo County Transportation Authority to encumber any Measure A Grade Separation Program funds awarded.
5. The City of San Mateo commits to the completion of the project scope and to a local match of \$1 Million, if awarded the \$3.7 Million in San Mateo County Measure A Grade Separation Program funds for the 25th Avenue Grade Separation and Rail Realignment Project.

