



Memorandum

To: City Council

Date: January 6, 2020

From: Mayor Emily Beach

Subject: Committee Report

1. Caltrain Modernization Local Policy Makers Group (LPMG)

Representatives along the Caltrain corridor from Morgan Hill to San Francisco meet monthly at SamTrans Headquarters to receive updates from Caltrain and High Speed Rail Authority (CHSRA) staff. Chaired by Caltrain Joint Powers Board of Directors Member. I've served as Vice Chair since 2016.

Caltrain update

Infrastructure like foundations, poles, and wires for Caltrain's electric fleet (coming 2022) has been installed here in Burlingame in 2019 and throughout the 51-mile corridor. Sometimes It's noisy at night, but the construction goes in phases and community members can sign up for Caltrain alerts to better anticipate when the work will take place. From a policy perspective, the LPMG's focal point this year has been Caltrain's 2040 business plan. This committee is an important stakeholder in Caltrain's business plan development. Significant rail investments (\$2.3+ billion) are already underway in the corridor to improve rail service and reduce greenhouse gas emissions and traffic on our roadways. Looking ahead over the next 20 years, billions (\$25-30) more will be needed to realize the full potential of electrification, support anticipated 40% population growth along Caltrain corridor, and to capture billions in new economic output for the region. Caltrain does not have a dedicated funding source to make these infrastructure and program investments a reality, so new revenue streams will be needed. Technical studies for the business plan are still underway that address ridership, governance, equity, and funding strategies among other topics. Caltrain expects the business plan to be completed mid-2020.

High Speed Rail update

High Speed Rail selected their "preferred alternative" through the SF/SJ corridor in September, which paves the way for the release of draft environmental documents for this section as early as February 2020, but no later than Spring 2020. Notable highlights for this section include the construction of a new light maintenance facility located in East Brisbane, and zero passing tracks in Redwood City. (Additional passing tracks along the corridor may be required for Caltrain's 2040 service vision, but not for HSR.) Once the HSRA releases the Draft EIR, a 45-day public comment period will follow and include a series of open houses, public hearings, and outreach activities.

What many Burlingame residents may not realize is that HSR is well under construction in the central valley. By the end of 2020, as many as 350 miles may be underway. They anticipate the

entire Phase 1 (San Francisco to Los Angeles and Anaheim) will be environmentally cleared by 2022 and ready to move toward construction. Key challenge for HSR is the engineering design and funding plan to connect the train through the Pacheco pass. We've been told the segments in the Central Valley and between SF-SJ are already funded by the original citizen-approved bond measure. CHSRA currently projects HSR service will be operational and open to the public from SF to Bakersfield by 2029, SF to LA by 2033.

The segment between SF and SJ is HSR's next top priority, and will include significant station improvements at Millbrae, SF, and SJ – plus the Brisbane maintenance facility. Construction in other cities like Burlingame include quad gates, fencing, and safety improvements at-grade crossings. In fact, all the physical infrastructure required to implement quiet zones will be constructed (and paid for) by HSR. HSR's plan does not include funding for grade separations, however, HSR has demonstrated willingness to contribute to San Mateo's 25th Avenue Grade Separation – so this should also be considered for Broadway's funding strategy.

Major concerns for LPMG include grade separations, both for safety -- and to reduce traffic/gridlock with extended gate downtime. Also making sure HSR coordinates with Caltrain's 2040 service vision in terms of rail schedules on the "blended system" (traveling on the existing tracks from SF to SJ.) Significant environmental work, public process, and schedule coordination lies ahead for rail planners in our corridor. Spring of 2020 will be an important moment for public engagement here on the Peninsula.

2) San Mateo County Transportation Authority

Busy year. We developed and adopted SMCTA's 5-year strategic plan, which provides the policy framework for allocating both Measure A and new Measure W funds, which together generate approximately \$150m annually for County transportation projects. We allocated millions of dollars for various transportation infrastructure including \$18 million for the next phase of Burlingame's Broadway Grade Separation, broke ground on 92/101 interchange improvements, began construction on the southern segment of US 101 express lanes, and celebrated the opening US 101 Willow Interchange — big win for East Palo Alto and Menlo Park. However, the most significant and time intensive policy work for elected members of SMCTA was the establishment of the San Mateo County Express Lane Joint Powers Authority (SMCEL JPA) -- see below.

3) San Mateo County Express Lanes Joint Powers Authority (SMCEL JPA)

The first six months of 2019 were filled with intense meetings between SMCTA and C/CAG to determine whether San Mateo County or MTC would retain ownership over US 101 San Mateo County Express Lanes. This was a high-stakes (and highly contested) debate within and beyond San Mateo County. Effective express lane toll policies will improve traffic congestion on highways and local roads, plus generate substantial revenues that can be reinvested locally. I helped lead the effort to establish the San Mateo County Express Lanes Joint Powers Authority, which maintains local policy and financial control over the express lanes, rather than abdicating this authority to MTC – which MTC strongly wanted. Currently, I serve as a Board Member on this new JPA, and also as the SMCTA representative to our JPA's finance committee. SMCTA must loan the JPA \$100 million to build the project, and will also serve as financial backstop for all express lane operations until the toll lanes generate their own revenue starting late 2021 and 2022. The finance committee has been a significant additional duty.

4) Commute.org Board of Directors

The reliability of our County's free commuter shuttle system dramatically improved in 2019

compared to one year ago, when our shuttle vendor struggled from a severe labor shortage resulting in routine cancellations. Lots of hard work and negotiations by Commute.org staff and shuttle vendor to stabilize the program. I'm currently serving on a sub-committee that meets monthly to develop a 5-year visionary strategic plan for this organization. This is an exciting opportunity because transportation technology and public policy is changing so rapidly.

5) League of California Cities

a) League of California Cities - Peninsula Division Board

Attended monthly meetings to discuss legislation/advocacy for division and local cities, plan division quarterly luncheons, and fundraise for League advocacy efforts. In March 2019, I chaired a quarterly round-table luncheon where approximately 70 representatives from jurisdictions throughout the division (including representatives from offices of our Sacramento legislators) met to consider their positions on principles behind new housing legislation. The format was later used by League staff as a model for our State Board of Directors housing policy discussion.

b) League of Cities Environmental Quality Policy Committee

Committee met four times in Sacramento and Long Beach, and recommended positions on legislation related to organics/recycling regulations and funding for new facilities, storm water, and Community Choice Aggregation (CCA's). Less active legislative year compared to 2018, since primary focus of the Governor, Assembly, and Senate was housing.

c) League of California Cities State-Wide Board of Directors

This was my first year as the Peninsula Division's Representative on the League's State-wide Board of Directors (a 50-member body.) The Peninsula Division includes the cities of San Jose, San Francisco, and all cities in between – although occasionally SF, SJ, and other big cities send their own representatives to the Board Meetings. The Board represents all 480 member cities throughout California, has fiduciary responsibility, oversees staff, establishes policy goals, and advises the League's lobbying staff as legislation evolves throughout the year.

I attended my first annual strategic priority setting meeting on 12/6/19 for the upcoming 2020 legislative year. Final priorities (following one day of roundtable debates and 3+ hours of Board final discussion) can be found here: <https://www.cacities.org/Top/News/Press-Releases/2019/League-of-California-Cities-Board-of-Directors-Ado>

One of the most interesting highlights from our Board discussion followed a heated debate about whether to include the words "climate change" in the League's resiliency goal. Many rural, conservative cities strongly opposed the language. Remarkably, inclusion of the "climate change" triumphed, which felt like an important sea change for the organization. It may seem small, but it was an important step forward, particularly as a member of the League's Environmental Quality Policy Committee.

6) San Mateo/Santa Clara Grand Boulevard Initiative Task Force(GBI)

I served on the GBI Task Force Long-Term Vision Subcommittee to re-evaluate mission and vision of the Grand Boulevard Initiative after 13 years. GBI reached a crossroads in its evolution and the group will refocus its efforts on mobility along the corridor. Moving forward, the Task Force will convene annually on specific topics that are trending and/or of interest to the members and may include corridor tours of El Camino Real. In order to continue to share best practices along the corridor and explore ways to improve the mobility and transportation options, staff's

GBI Working Committee, comprised of transportation planners and engineers from San Mateo County and Santa Clara County, will meet quarterly.

7) Burlingame's Economic Development Subcommittee

All meeting minutes are posted on the City's website. Many productive conversations this year with property owners about downtown zoning improvements that could help increase vibrancy and fill vacant properties. We learned a lot from our April community convening "Burlingame Talks Shop." Staff is working to synthesize input from the public, business leaders, property owners and Council in preparation for our upcoming zoning update. We monitored our committee's efforts to work collaboratively with property owners to improve the aesthetics of vacant shops, and it was successful. Hoteliers shared their input regarding short-term rentals, and look forward to beautification and safety improvements on our Bayfront roadways/public spaces. They would like the City to address poor upkeep of vacant spaces/lots particularly on the Bayfront. We completed Broadway facade grant improvement program and look forward to allocating funds hopefully this spring.

8) C/CAG's (City/County Association of Governments) Bicycle and Pedestrian Advisory Committee (BPAC)

The most important highlight from our committee in 2020: we carefully evaluated and scored (via site visits, presentations, and application review) 14 grant applications from 13 jurisdictions for bicycle and pedestrian infrastructure improvements throughout San Mateo County. Many great projects proposed, yet not enough funding for demand. (Nearly \$4.35 million requested for only \$1.95m of available funding.) Unfortunately, Burlingame's mixed use pathway along Highway Road recommended by staff, BPAC, and TSPC did not make the cut. In 2020, I am optimistic that two converging forces will benefit Burlingame's competitiveness for new BPAC funds: the completion of our Bike/Ped master plan which will help us systematically prioritize our most compelling projects, plus the arrival of Measure W funds overseen by SMCTA – which will more than double the amount of local funding for bike/ped improvements starting in 2020.

9) County Office of Education Safe Routes to Schools Committee

This committee is information-sharing, rather than governance. During my first year on the committee, I learned a lot about how SRS works closely with schools, and how effective cities participate in walking audits, infrastructure improvements, and education forums around school zones to make walking and biking to school safer and more accessible.

10) Burlingame's El Camino Real Task Force

Significant momentum this year in preparation for Caltrans' public engagement regarding roadway and sidewalk rehabilitation on our section of El Camino Real. City Manager, Director of Public Works, Brownrigg, and Beach met with Caltrans' new District 4 Director and his staff at their HQ in Oakland early in 2019. This re-invigorated Caltrans commitment to our Burlingame El Camino Real Task Force's vision and recommendations. Multiple follow-up meetings followed, including two large-scale Caltrans staff site visits to Burlingame, each with 15-20 Caltrans staffers. Progress on this project is a high priority for all of us. Caltrans is engaged with the City and our El Camino Real Task Force in preparation for its upcoming public education meeting in January. Next steps will include a thorough environmental study and public engagement for their proposal to rehabilitate Burlingame's ECR roadway and sidewalks.