

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

MINUTES OF OCTOBER 31, 2017

MEMBERS PRESENT: B. Arietta , K. Bond, A. Chen, E. El-Dardiry, J. Fox,
R. Hedges, K. Kuklin, , O. O'Neill, S. Scruggs, S. Stamos, W. Warhurst

MEMBERS ABSENT: D. Bautista, K. Chin, J. Londer

STAFF PRESENT: M. Beveridge, A. Chan, J. Williams, J. Hurley, J. Slavitt ; B. Tietjen

Chair, Barbara Arietta called the meeting to order at 4:35 p.m.
Member Olma O'Neill attended via teleconference.

APPROVAL OF THE OCTOBER 3, 2017 MEETING MINUTES

Committee Member Shaunda Scruggs said she had abstained on one of the past meetings minutes (Approval of August 1, 2017 Meeting Minutes) and it was not reflected as such. Meeting Minutes will be updated accordingly.

Motion/Second: Hedges/Stamos

Ayes: Bond, Chen, El-Dardiry, Fox, Hedges, Kuklin, O'Neill, Scruggs, Stamos, Warhurst,
Arietta

Absent: Bautista, Chin, Kuklin, Londer

PUBLIC COMMENT

None

PROGRAMMING AND ALLOCATION OF \$750,000 OF MEASURE A FUNDS FOR THE REDWOOD CITY WHIPPLE AVENUE GRADE SEPARATION PROJECT

Joel Slavitt, Manager Programming & Monitoring, said staff is recommending at the next Board meeting to:

- o Program and allocate \$750,000 in the Measure A Grade Separation Program funds for the Redwood City/ Whipple grade separation project
- o Authorize the Executive Director or designee to enter funding agreements with the city and the Joint Power Board (JPB) to enable work to proceed.

Significance

- o Redwood City submitted a letter to the Transportation Authority (TA) earlier this month requesting \$750,000 to prepare a project study report for a grade separation of the Whipple Avenue crossing of the Caltrain tracks.
- o The study will explore alternatives and consider impacts on Whipple, Brewster, Broadway, as well as the Redwood City Caltrain Station to the South.

- Per guiding principles for project selection; the TA may accept grade separation funding requests on an as-needed basis, while they focus the remaining funding in the grade separation program will be directed towards grade separation projects that are already going through the Measure A funding pipeline. The guiding principles do allow other eligible projects to be submitted for planning work from a set aside of up to \$5 million for the remaining life for the measure.
- Staff has evaluated the city's request with respect to the grade separation evaluation criteria and has determined that the proposal can address the need for improvements to increase safety and relieve local traffic congestion.
- Traffic currently backs up on Whipple and nearby roadways with key lanes exceeding capacity during peak hours from delays when motorists are forced to stop to allow trains to pass. This can also negatively impact emergency services response times.
- There have also been several train collisions and this crossing is used to access Redwood High School East of the tracks and for kids who live in the neighborhood west of the tracks.
- The study can also recommend improvements that improve access in the downtown area for their supporting economic development
- The city will be contributing \$100,000 in matching funds in addition to the \$750,000 that they are requesting for Measure A for a total project cost of \$850,000.
- Once approved by the Board, work will be ready to proceed. Redwood City has worked cooperatively with JCB staff and the project has received the concurrence letter as a city has assured the JPB the project will study at least one alternative that accommodates and will not adversely impact the Caltrain High-Speed Rail blended system.
- Subject to JPB approval the parties are proposing to have JPB lead the study with the city providing community outreach support.
- We have assessed the impact of this funding request to the Measure A Grade Separation Program as a whole.
- Approximately a year ago we made allocations and a smaller allocation for the 25th Avenue grade separation, but construction \$65.3 million application for Broadway environmental work we program more funds than revenue collected, but since that time of the funding more money has come back into the program. With the close out of the San Bruno Grade Separation Project we got \$17 million back and then the latest Semiannual Program Status Report through to \$9.5 million that was obtained.
- As a result, sufficient revenues should be available to meet the cash flow needs for this project and the other ongoing grade separation projects funded with Measure A grade separation funds.

Committee Member Shaunda Scruggs requested clarification on the language on page 2 of 3 of the city's letter. The language reads that they needed to be done with

the project and they set aside funds, but then they are asking the TA for that amount. Jessica Manzi, Senior Transportation Coordinator for Redwood City said what she was seeing was the \$750,000 Redwood City was hoping to get from the TA for this project.

Karen Kuklin arrived at 5:05 PM

Committee Member Will Warhurst asked how Redwood City came to \$750,000, the number is too round. Ms. Manzi said for this sort of planning conceptual level, Redwood City keeps the numbers round, so it is based on discussions with Caltrain staff and talking to recent project sponsors on the cost of their studies. It is a high-level estimate based on what Redwood City thinks it will cost and then if the funding is allocated, they will negotiate a contract with consultants to do the work. It is not until they negotiate that they will have an actual cost.

Joe Hurley, Director, Transportation Authority, said the criteria for Measure A, as far as grade separations are concerned, is first the support for the project initiated by the local city. The Call for Projects Mr. Slavitt made reference to was that opportunity to solicit the cities whether they were interested in grade separating locations within their limits.

Motion/Second: Hedges/Stamos

Ayes: Bond, Chen, Fox, Hedges, Kuklin, Londer, O'Neill, Scruggs, Stamos, Warhurst, Arietta

Abstain: El-Dardiry

Absent: Bautista, Chin, Londer

PROGRAM REPOT: PEDESTRIAN AND BICYCLE PROGRAM REPORT

Jennifer Williams, Administrative Analyst, Transportation Authority presented an overview/ program status of the Pedestrian and Bicycle Program:

Project Selection Process

- Funding considerations made through a Call for Projects
- Projects reviewed based on a set of evaluation criteria
- Funding recommendations anchored to the evaluation criteria
- Board approves programming and allocation of funds

Examples of Completed Projects

- Half Moon Bay Project- Highway 1 Trail extension project
 - Class I - parallel to Highway 1
- Redwood City Brewster project
 - Pedestrian refuge
- Redwood City - Hudson Street bicycle and pedestrian improvements
 - Traffic circle - traffic calming project

External Supplemental Funding Sources

- Active Transportation Program
- Transportation Development Act funds
- One Bay Area grants
 - Bicycle Pedestrian Improvement Program
 - Transportation for Livable Communities
- Bicycle Facilities Grant Program

Mr. Warhurst had a comment he brought up two meetings ago on the Woodside Elementary bike pedestrian project status of June 30th 2017. The information provided then was not current and the same information was presented. Ms. Williams said she would go back and update the information accordingly.

Mr. Warhurst asked if we had status on Redwood City undercrossing. Ms. Williams said she did not have the latest information with her, but will get email him the most current update.

PROGRAM REPORT: NEW MEASURE 2017 PEDESTRIAN AND BICYCLE PROGRAM CALL FOR PROJECTS

Mr. Slavitt presented an overview/ program status of the Pedestrian and Bicycle Program Call for Projects:

Eligibility Requirements

- Description of Eligible Projects
 - Funding for the project development, right of way acquisition (with conditions) and construction of facilities for pedestrians and bicyclists.
 - Eligible projects include, but are not limited to:
 - Paths, trails and bridges over roads and highways
 - Pedestrian/bicycle component of a larger multi-modal project
 - Ineligible projects/activities:
 - General citywide planning
 - Maintenance/rehabilitation
- Sponsors and Application/Funding Caps
 - Eligible sponsors: cities and the county of San Mateo
 - Limit of 3 applications per sponsor
 - Maximum funding award of \$1 million per sponsor

Project Eligibility

- Matching Funds Requirement
 - Minimum of 10 percent
 - Eligible sources: federal, state, regional and/or local funds, including development fees and private contributions as well as Measure A Local Streets and Transportation funds
 - For projects with an unfunded phase/minimum operable segment over \$1 million, TA will consider allocating Measure A funds conditioned on sponsor securing remaining funds within 1 year

Process: Timely Use of Funds

- Allowable expenditure period varies from:
 - 2 years for pre-construction activity
 - 3 years for construction activity
 - Total of 5 years allowed if both pre-construction and construction are part of Measure A allocated work scope

Timeline

- November 2017 – Information item to TA CAC and TA Board, and City/County Association of Governments of San Mateo County (C/CAG) Technical Advisory Board

- November 6, 2017 – 2017 Call for Projects released covering period from March 2018 through March 2010
- November 8, 2017 – Call for Projects sponsor workshop
- December 15, 2017 – Applications due
- February 2018 – Information item to TA CAC and TA Board on Draft Program of Projects
- March 2018 – TA Board approves proposed Program of Projects

Committee Member Richard Hedges said on the last call Burlingame came under 11; is there any indication they are going to come back because they would tie all the way up to San Mateo and California Drive tying 3 train stations with bicycle paths that are navigable for bicyclist and I just hope they come back. He asked if the TA has talked to them. Mr. Slavik said the TA will be holding a workshop and they are very well attended by all sponsors, he will make sure he asks them.

PROGRAM REPORT: HIGHWAY PROGRAM – 101 CORRIDOR MANAGED LANES

Mr. Hurley said this program was presented to the TA CAC last time and were told they would return to provide more details prior to the release of the draft environmental document, which is scheduled for mid-November. Mr. Hurley presented Mr. Leo Scott, Co-Project Manager.

Mr. Scott said we are generating a tremendous amount of destinations and not so many origins and when this happens we are generating far more trips on our system than the system was ever intended to support. He said what we do on 101 needs to be complimented by other projects on Caltrain and South of San Mateo County and 101 and others as well.

San Mateo 101 Managed Lanes Project Alternative:

- **Alternative 1:** No project
- **Alternative 2:** Modify existing auxiliary lanes to make a new through lane from Whipple Avenue to I-380; convert median lane to an HOV lane for HOV 2 +
- **Alternative 3:** Convert the existing median lane to an HOV 3+ Express Lane – includes public express bus service in analysis; no width added
- **Alternative 4:** Much like Alternative 2; Modify existing auxiliary lanes to make a new through lane from Whipple Avenue to I-380; convert median lane to an HOV 3+ Express Lane

Assumptions

- 4 buses per hour for each route (15-minute headways); or
- 16 buses per peak 4-hour period; or
- 32 buses in both directions for each route

An Chen left at 5:30 PM

Essam El-Dardiry left at 5:30 PM

Visual Impacts Identified

- There will be some ramp realignments that require vegetation removal and will be replaced in different locations of the ramp
- Toll pricing signs will be placed in the median
- Additional highway lighting throughout the corridor

Air Quality Findings

- Air Quality Study and Conformity
 - Evaluated construction and operation emissions
 - Determined project would not cause or contribute to an air quality violation
 - Bay Area Air Quality Conformity Task Force determined it is not a project of air quality concern for particulate matter emissions
- Climate Change/Greenhouse Gas Emissions
 - Project results in improved travel efficiency: reduced delays and improved speeds
 - Higher vehicle miles traveled with additional lanes added
 - Project and No Build result in substantially reduced emissions by 2040 due to improved vehicle and fuels

Biological Results

- Biological and habitat impacts minimized
- No widening at creeks
- Less than one acre of permanent and temporary impacts to wetlands
- Less than ½ acre of impacts to sensitive biological habitat
- Impacts will be mitigated or further avoided by final design alignment shifts

Water Quality Impacts

- Widening within right-of-way will increase pavement and impervious areas
- Will require improvements to capture additional storm runoff
- Bio filtration and infiltration measures will be constructed

Community Impacts

- Toll lane studies indicate that they are used by all income groups
- Express Lanes provide a choice for drivers to reduce their travel time
- Express Lanes give carpools and buses priority over those eligible to pay a toll

Cost Estimate - \$534 million

Time Frame:

- Briefing the TA Board and C/CAG Board about the release of the Environmental Document – November 2017
- Circulate the Environmental Document for public comment – Starting around Thanksgiving through the holiday - conclude January 2018
- During month of December, two public meetings will be held to gain input from the public; one meeting will be in City Hall of Redwood City and the second in City Hall of San Mateo
- Respond to public comments; goal to complete by the latter day Spring 2018

Enforcement Planning

- Implementing FasTrak® on the lane will improve enforcement
- Automated for toll evasion: if no toll tag, license plate cameras used to send vehicle owner a violation notice (as used in bridges)
- Manual for HOV occupancy: beacons show CHP who is toll-free; web portal for tag look-up
- CHP enforcement contract

Toll System Role Assessments

April Chan, Chief Officer of Planning, Development, Grants and Transportation Authority said she would be reporting on the Toll System Roles as once the system is built and constructed, we need to know how the system will operate and a couple of decision points need to be made before then.

Time Frame:

- October – provide information to Board regarding toll operation and roles
- November – discuss tradeoffs between owner/operator options
- December/January – decide on owner/operator
- Early 2018 – project team determines toll system requirement
- Spring 2018 – anticipated start of final design process; toll system manager in place to ensure system integrator designs toll system as required
- Late 2018 – operation policy decisions

Steve Stamos left at 5:50 PM

Near-Term Decisions

- Decide on the Owner from:
 - San Mateo agency to be formed [legislation required]
 - Santa Clara Valley Transportation Authority [State Bill (SB) 595 enabling legislation]
 - Bay Area Infrastructure Finance Authority [MTC]
- Select the Operator from:
 - San Mateo agency to be formed [legislation required]
 - Santa Clara Valley Transportation Authority [SB 595 enabling legislation]
 - Bay Area Infrastructure Finance Authority [MTC]
- Santa Clara Valley Transportation Agency
 - SB 595, signed in October 2017, provides the VTA the authority to be the owner/operator for US101 in San Mateo County in coordination with the CCAG and SMCTA
 - VTA operates 11 miles of SR 237 since 2012
 - VTA anticipates to implement express lanes on US101 in Santa Clara County sometime in 2021; provides continuity for users when managed lanes are operational in San Mateo and Santa Clara counties
 - VTA has in place a system manager (VTA staff) and a system integrator (TransCore)

- Metropolitan Transportation Commission
 - Bay Area Infrastructure Financing Authority, or BAIFA, is a six-member committee that oversees the planning, financing, construction and operation of freeway express lanes and related transportation projects
 - BAIFA is joint powers authority between MTC and the Bay Area Toll Authority
 - Membership includes Alameda, Contra Costa, and Solano county commissioners
 - MTC operates I-680; started in 2017
 - MTC has contracts in place for a system manager and a system integrator (TransCore)
- San Mateo agency to be formed
 - CCAG and TA would need to agree on how to form such a partnership
 - Secure a State sponsor and seek legislation to provide authority to the joint partnership
 - Process will take a year or more, assuming legislation will pass
 - Will need to secure contracts for a system manager and a system integrator
 - Timing is the biggest challenge

AMEND THE FY2018 BUDGET TO INCREASE THE STREETS AND HIGHWAY CATEGORY BY \$15,000 AND ENTER INTO AN AGREEMENT WITH THE CITY/COUNTY ASSOCIATION OF GOVERNMENT OF SAN MATEO COUNTY FOR PREPARATION OF A BENEFIT/COST ANALYSIS ASSOCIATED WITH THE 101 MANAGED LANES PROJECT

Motion/Second: Fox/Hedges

Ayes: Bond, Fox, Hedges, Kuklin, O'Neill, Scruggs, Warhurst, Arietta

Absent: Bautista, Chin, Londer, Chen, El-Dardiry, Stamos

AUTHORIZING THE RESOLUTION OF SUPPORT FOR \$34,498,000 OF REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) FUNDING FOR THE 101 MANAGED LANES PROJECT TO BE INCLUDED IN THE 2018 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Motion/Second: Hedges/Fox

Ayes: Bond, Fox, Hedges, Kuklin, O'Neill, Scruggs, Arietta

Absent: Bautista, Chin, Londer, Chen, El-Dardiry, Stamos

Abstain: Warhurst

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENDITURES FOR SEPTEMBER 2017

Motion/Second: Hedges/Bond

Ayes: Bond, Hedges, Kuklin, O'Neill, Scruggs, Arietta

Absent: Bautista, Chin, Londer, Chen, El-Dardiry, Stamos

Abstain: Fox, Warhurst

[MOTION DID NOT PASS]

ACCEPTANCE OF STATEMENT OF REVENUE AND EXPENSES FOR FISCAL YEAR ENDING JUNE 2017 (UNAUDITED)

Motion/Second: Hedges/Bond

Ayes: Bond, Hedges, Kuklin, O'Neill, Scruggs, Arietta

Absent: Bautista, Chin, Londer, Chen, El-Dardiry, Stamos

Abstain: Fox, Warhurst

[MOTION DID NOT PASS]

GRANT OF SUBSURFACE UTILITY EASEMENT TO PG&E TO SUPPORT SAN CARLOS TRANSIT VILLAGE TRANSIT ORIENTED DEVELOPMENT PROJECT

Motion/Second: Hedges/Fox

Ayes: Bond, Fox, Hedges, Kuklin, O'Neill, Scruggs, Warhurst, Arietta

Absent: Bautista, Chin, Londer, Chen, El-Dardiry, Stamos

PROGRAM REPORT: HIGHWAY PROGRAM – 101 CORRIDOR MANAGED LANES (Continuation)

Mr. Fox asked Mr. Scott if data available where one can review and look at the distributions. Mr. Scott said. The report is not normally distributed, but if he would like he could provide him the information and include different models.

Mr. Hedges said he wanted to discuss an issue concerning the FX bus. He said it was great express bus and one of the reasons we lost it was there is no ability, because of Muni, for us to bring return passengers. He had to walk by the 292 bus at Folsom and Beale and no return trips were available. Ms. Chan said we are conducting an Express Bus Study and are being agnostic as to who is going to be operating. We are looking at a continuous service from Santa Clara County to San Francisco. We are working with San Francisco and Santa Clara Valley Transportation to see what the market looks like and how are we going to do this.

Mr. Warhurst said the last MTC study was for the federal requirement, but they were counting how many non-carpoools were actually in the high occupancy vehicle lanes and 25 percent was the outcome of the study. He asked Mr. Scott when he did his modeling what number of the Alternatives was used as part of the model for the number of people who were in violation. Mr. Scott said it applies to all Alternatives. The lane is modeled based on the demand and the demand shows that it is largely full. Mr. Scott said he will have to bring back the breakdown of the numbers.

John Fox left at 6:15 PM

Olma O'Neill disconnected at 6:26 PM

Mr. Warhurst asked if any studies were made to evaluate if the added California Highway Patrol (CHP) facilities help them during high traffic time. Mr. Scott said the technology that would help the CHP is the Occupancy Detection which is challenging given cars with tinted windows and other factor, but officers have their own preferred method of detection. The CHP try and balance it out by motorcycle and vehicle enforcement. The motorcycle type of enforcement is diminishing in the Bay Area.

Mr. Hurley said vehicle enforcement is a deterrent for those who think about violating rules. Mr. Scott by the time these CHP facilities are constructed they will have more proof of concept.

APPROVAL OF MINUTES OF OCTOBER 5, 2017

No comment.

APPROVAL OF 2018 BOARD OF DIRECTORS MEETING CALENDAR

No comment.

UPDATE ON STATE AND LEGISLATIVE

Mr. Hurley said the material is in the agenda packet.

REPORT OF THE CHAIR

Chair Arietta reported on the gasoline tax controversy. She said this initiative is opposed by State Senator Jim Beall, a Democrat from San Jose. He says the legislature and Governor Brown took action to solve a \$130 billion plus backlog and deferred road maintenance that threatens California's economy. Delaying that action will cause the backlog to grow and put our roads at risk, costing taxpayers even more to replace and rebuild the existing system. Joining Senator Beall is Lucy Dunn President and Chief Executive Officer of the Orange County Business Council. This is the second initiative proposal to repeal the gas initiative tax appeal. The Miles Group for reform California was buoyed up by its success this year in obtaining 100,000 signatures in an effort to force a recall election of state senator Josh Newman, Democrat from Fullerton, for his vote in favor of the gas tax, the matter has yet to be resolved. The chairman of the MTC has recently reported last week that a state run poll has found that 54 percent of California voters would vote against the possible ballot measure to repeal the taxes and fees in the Senate Bill 1 transportation funding package that was approved by the legislature earlier this year. It has been revealed that the level of opposition is highest in the Bay Area and 60 percent of the voters would vote against it. A support letter for the Dumbarton project was written to the MTC urging them to look at the corridor with fresh eyes. The SamTrans study reports there is a potential of 30,000 transit riders, a much stronger project than the earlier study suggested. San Mateo Warren Slocum is heading the charge and state legislators, city council and supervisors have joined in.

REPORT FROM STAFF

Mr. Hurley said he attended a state wide conference, the California Transportation Committee members and Jim Beall attended and their message was not to assume the gas tax controversy is going to go away. The most effective thing we can do is get the word out on the projects and program that will be delivered with the gas tax funding.

Mr. Hurley said because cars are much more fuel efficient, the tax is going to be achievable. He encouraged everyone to get the word out to the public.

Mr. Hurley announced the South San Francisco Station ground breaking ceremony will take place November 6th at 11:00am.

MEMBER COMMENTS/REQUESTS

None.

DATE, TIME AND PLACE OF NEXT MEETING

December 5, 2017 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

Adjourned at 6:58 p.m.