

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

MINUTES OF MARCH 3, 2015

MEMBERS PRESENT: B. Arietta (Chair), J. Bigelow, J. Fox, R. Hedges, R. Hees, J. Londer, D. Lujan, D. Maez, L. Shaine, L. Simonson, A. Vargas, B. Warhurst, J. Whittemore

MEMBERS ABSENT: D. Bautista

STAFF PRESENT: A. Chan, J. Hurley, N. McKenna, J. Slavitt, K. Watson

Chair Barbara Arietta called the meeting to order at 4:33 p.m. and Rich Hedges led the Pledge of Allegiance.

APPROVAL OF THE FEBRUARY 3, 2015 MEETING MINUTES

Motion/Second: Hedges/Bigelow

Ayes: Bigelow, Hedges, Hees, Londer, Maez, Shaine, Simonson, Vargas, Whittemore, Arietta

Absent: Bautista, Fox, Lujan, Warhurst

PUBLIC COMMENT

None.

ITEMS FOR REVIEW – MARCH 5, 2015 TA BOARD MEETING

Program Report: Pedestrian and Bicycle Program (TA Item 10a)

Joel Slavitt, Manager, Programming reported:

- Program Overview
 - Three percent of Measure A is for Pedestrian and Bicycle Program.
 - Purpose of program is to fund specific capital projects to encourage and improve walking and bicycling conditions.
 - 2004 Transportation Expenditure Plan includes a list of bikeways and overcrossings but other projects can be considered.
- Project Selection Process:
 - TA Strategic Plan calls for:
 - Funding considerations made through a Call for Projects (CFP)
 - Projects reviewed based on a set of evaluation criteria
 - Funding recommendations anchored to the evaluation criteria
 - Board approves programming and allocation of funds
- Programmed and allocated \$4.5 million in the first cycle in July 2011, \$5.8 million in second cycle in April 2014 and \$700,000 for special circumstances.
- Program Information:
 - First cycle funded 16 projects, second cycle funded 11 projects and two special circumstances projects were funded for a total of 29 projects.

- Project status:
 - Nine projects have scope-of-work completed
 - Twenty projects are ongoing
 - Six more projects will be completed by June 30, 2015.
- Program Information:
 - Project type:
 - Pedestrian and bicycle – 22 projects
 - Bicycle only – five projects
 - Pedestrian only – two projects
 - Measure A funded phase of work:
 - Pre-construction only – seven projects
 - Full implementation – 22 projects.
- A map of the county with the various projects was shown

Bill Warhurst arrived at 4:39 p.m.

- Funded project types:
 - Pedestrian and bicycle trails – Naomi Patridge trail
 - Bicycle striping/signing
 - Traffic calming/crossing upgrades – Lake Merced Boulevard in-pavement crosswalk
 - Pedestrian/bicycle overcrossing – Highway 101/Ralston Avenue pedestrian bicycle overcrossing
- Photos of completed projects were shown.
- External funding sources to Supplement Measure A funds:
 - Active Transportation Program
 - Transportation Development Act funds
 - One Bay Area grants – Bicycle Pedestrian Improvement Program and Transportation for Livable Communities
 - Cap and Trade

Daina Lujan arrived at 4:45 p.m.

- Next steps from Strategic Plan:
 - Align Measure A funding calls to coincide with regional, State and Federal funding programs
 - Develop a Capital Improvement Plan (CIP) for long-term planning of large complex capital projects, such as overcrossings
 - Explore and develop performance metrics to determine if the program and projects are meeting Measure A goals

Jeff Londer asked if the 3 percent is by statute and when the allocations can be changed. Mr. Slavitt said it would have to go back to the voters. Joe Hurley, Director, TA Program, said when Measure A was reauthorized in 2004, the voters wanted to make sure funding distribution amongst the various programs as called out in the expenditure plan were maintained.

John Fox arrived at 4:47 p.m.

Mr. Warhurst said street markings for bikes seem to vanish when the street narrows, and he feels striping projects create a hazard. He asked what the TA can do about this issue. Mr. Slavitt said this could be looked at in the criteria evaluation of the project.

Mr. Hurley asked if a project came before the TA for a Class 2 bike lane is the TA better off doing nothing than stripe part of the project. Mr. Warhurst said yes.

Randy Hees asked if the criteria could be looked at before the next CFP. Mr. Slavitt said yes.

Laurie Simonson said there are four different funding sources, and asked if a city wants to obtain several sources of funding if they have to identify and secure the other funding. Mr. Slavitt said the cities have to find their own sources.

Ms. Simonson asked if the TA can help the cities manage these CFPs, when to apply, and where funding is available. Mr. Slavitt said this information is distributed to the City/County Association of Governments (C/CAG), and the Bicycle and Pedestrian Advisory Committee has an active transportation coordinator. Mr. Hurley reminded the CAC that the role of the TA is to administer the half-cent sales tax.

Ms. Simonson asked if there could be a link on the TA website of when money becomes available.

Mr. Hedges said most public works directors are up on funding and when it comes available.

Jim Bigelow said on major arterials bike lanes are striped on the right side and then across from a traffic light the bike lane is moved over. In January a law was passed that a car should be three feet away from a bicyclist. He asked if there have been any issues with these bike lanes. Mr. Slavitt said it depends on each individual situation.

Mr. Bigelow said safety issues should be looked at in the next CFP.

Larry Shaine asked if there is "Tax Dollars at Work" signage showing Measure A dollars at work. Mr. Hurley said on larger capital project this type of sign is installed during construction.

Mr. Fox said it is not in the TA's interest to micro-manage the projects. He would encourage people to contact the local jurisdiction if there is a hazard. Mr. Fox said some cities are more proactive in seeking funds and know when funding becomes available. He said there could be outreach to media about completion of projects along with a picture.

Ms. Lujan asked if there has ever been talk with this funding and C/CAG's Transportation Development Act Article 3 funding. Mr. Slavitt said the first call was a joint one.

Doris Maez said the Coastside is not well represented and Half Moon Bay put up a large amount of money for their project. She said there is a lot of recreational biking on the Coast and asked if there is some type of weighting relative to use of facilities. Mr. Slavitt said that is taken into consideration.

Ms. Maez asked if a project is monitored after it is completed for usage. Mr. Hurley said some projects may have come in for design funding in one cycle and construction funding in the next cycle.

Mr. Hedges said he voted against the funding for the pedestrian bridge in Belmont. Belmont wanted it for children to go to the soccer field.

April Vargas said a project like the Midcoast Multimodal Trail has been discussed for at least 12 years. She said one of the challenges of living in an unincorporated area is there is no public works department or city council that directly represents the area. Ms. Vargas said the Midcoast Community Council is a representative council that has no fiduciary power and can only make recommendations to the San Mateo County Board of Supervisors. She said the council continues to nudge elected officials for funding.

Jim Whittemore asked if the Bike Share Program in Redwood City will continue and said he would like to receive an update on the program. April Chan, Executive Officer, Planning and Development, said yes and staff will be making a presentation to the SamTrans Board on the Last Mile Program and will bring that presentation to the CAC.

Mr. Whittemore said SamTrans closed Pico Boulevard and bicyclists used it to travel to Redwood Shores.

Mr. Whittemore said he will forward the link to the design of the Hillsdale Boulevard/ Highway 101 bicycle pedestrian overcrossing to Mr. Hurley.

Solicitation of Letters of Interest for Highway Projects (TA Item 10c)

Ms. Chan said this is a follow-up item as part of the Strategic Plan. Staff will be doing a CFP later this summer with award in fall. Staff will be working with cities in terms of the types of projects and funding. Ms. Chan said this will allow staff to start populating and preparing a CIP.

Mr. Shaine asked what the criteria are for when a CFP is done with C/CAG. Ms. Chan said the only CFP partnership is the Shuttle Program. She said the Statewide Transportation Improvement Program is the major funding for the Highway Program, but staff coordinates with C/CAG on the CFP.

Mr. Shaine said he would like to see more joint CFPs.

Mr. Bigelow said Assemblymember Kevin Mullin has a bill for U.S. 101 and traffic movement on other corridors. There is a growing problem with congestion on all corridors. There needs to be a consideration for bonding to help accelerate project

implementation. Ms. Chan said the TA Strategic Plan addresses looking at bonding, and having a CIP will help with the problem.

Mr. Hurley said the solicitation to develop the CIP allows staff to look further down the road and help to make more informed decisions.

Mr. Hees said he likes the idea of this being done and hopes this is done for all future CFPs.

Receive and File Measure A Program Status Report (TA Item 4c)

Mr. Hees said looking at the Original Measure A and the New Measure A the information looks the same, but the information in the three right-hand columns is radically different. He said it would be helpful on the New Measure A to have a column showing available funding.

Acceptance of Statement of Revenues and Expenditures for January 2015 (TA Item 4b)

Mr. Londer said on the first table there are footnotes, but the document doesn't refer to what they go to, and page six under interest receivables doesn't have a note. Kathryn Watson, Manager, Treasury, said this is referring to the ending December balance and the receivable was misstated and was corrected. The correction will be seen in the beginning January balance.

Mr. Hess said on page 10 the first check to SamTrans is listed as wages and the description should be changed to staff costs.

Motion/second: Whittemore/Hess

Ayes: Bigelow, Fox, Hedges, Hees, Londer, Lujan Maez, Shaine, Simonson, Vargas, Warhurst, Whittemore, Arietta

Absent: Bautista

Mr. Bigelow said it is not on the CAC agenda to support the resolution of appreciation to Michael Scanlon, Executive Director, but he and other CAC members would like Chair Arietta to express their appreciation and best wishes to Mr. Scanlon for his many years of service to the three agencies.

Update on State and Federal Legislative Program (TA Item 10b)

Gus Khouri, Khouri Consulting, said there is not much activity at the State Capitol. Last Friday was the deadline for bill introduction and about 2,700 bills were introduced. Mr. Khouri said there is no State funding for local streets and roads or highways. The State Board of Equalization just made the adjustment to the gas tax. This is about an \$800 million dip in consumption and this puts a bigger hole into the Statewide Transportation Improvement Program. The Speaker's proposal is to restore commercial truck weight fees to reimburse the General Fund to pay down bond debt service on Proposition 1B. The Speaker also wants to repay back some \$200 million in outstanding loans that were taken from transportation. Finally, the Speaker wants to establish a new fee that increases the vehicle registration fee, referred to as Road User Charge.

Mr. Khouri said some of the bills introduced are:

- Assembly Bill (AB) 378, a spot bill by Assembly Member Mullin to facilitate a conversation as to how congestion can be mitigated within the corridor.
- AB464 by Assembly Member Mullin, which increases the cap from 2 to 3 percent for local jurisdiction if a local sales tax measure is pursued. This is a statewide bill.
- Senate Bill (SB) 321 by Senator Jim Beall, which lessens the blow and volatility of the adjustments on the gas tax made by the State Board of Equalization.
- AB194, which deals with High Occupancy Toll (HOT) lanes. Currently there is no State authority with the few exceptions to the State to pursue the modernization of lanes. There has to be a High Occupancy Vehicle (HOV) lane before there is a toll facility. This bill would allow Metropolitan Transportation Commission (MTC) to apply to the California Transportation Commission for the authority to have a HOT lane.

Ms. Maez said she thought there was possible legislation for imposing the Oregon style vehicle use charge. Mr. Khouri said SB1077 was enacted in the last session. There have been two meetings of the task force and they are looking at what Oregon did as a precedent to establish some sort of replacement for the gas tax. He said beginning in July Oregon is going to institute a one and a half-cent per mile charge in lieu of the gas tax, which is 30-cents per gallon.

Mr. Shaine asked how the tourists get taxed. Mr. Khouri said Oregon affixes a transponder on the engine, but not sure how it would work in California.

Mr. Warhurst left at 6:01 p.m.

Mr. Londer asked what the parameters are for AB378. Mr. Khouri said the language isn't binding, but Assembly Member Mullin is looking from San Francisco through Santa Clara counties.

Mr. Fox left at 6:07 p.m.

Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2015 (TA Item 10d)

Mr. Hees said on page 19 the South San Francisco Caltrain Station Platform Project shows \$7 million. He asked if this is part of the funding recently approved by the Board. Mr. Hurley said this is an old project that funded a lot of the design work and a new project will be created reflective of the allocation approved in February.

Mr. Hurley said the reason the electrification budget and funding is yellow is the projected expenditures to completion are in excess of 10 to 20 percent of funds available. The reason is the environmental permit and real estate survey work was not included. Money will be moved from the Caltrain Early Investment Program to cover the cost.

Mr. Hurley said the San Bruno Grade Separation Project was changed from green to yellow in the schedule because even though the project is physically completed negotiations with city of San Bruno have slipped.

Mr. Hurley said the Broadway Station Platform and Atherton Station projects are now on hold.

Mr. Hurley said there was a question on why the dollars have changed on the Highway 101/Woodside Road Project and this is reflective of the \$3.25 million the Board actually allocated.

Mr. Hurley said the work is completed on the San Mateo County Grade Separation Study and the oversight work on a C/CAG program known as the Smart Corridor Project.

Approval of Minutes of February 5, 2015 (TA Item 4a)

No discussion

REPORT OF THE CHAIR – BARBARA ARIETTA

See attachment for Chair Arietta's complete report.

REPORT FROM STAFF – JOE HURLEY

Mr. Hurley said staff is working closely with the California Department of Transportation, California Transportation Commission, C/CAG, MTC, and the Bay Area Council on the Highway 101 Corridor Project. The TA has 10 interchange projects in the corridor, the HOV lane from Whipple Avenue to Interstate 380, and Highway 101 Auxiliary Lane Project from Oyster Point to the San Francisco County line. The group is looking for effective, sustainable solutions and what can be implemented within five years.

Ms. Simonson and Mr. Londer left at 6:25 p.m.

Mr. Hedges said MTC published a map on HOT lanes and San Mateo County has no HOT lanes.

Ms. Vargas said she will not be reapplying to the CAC, but will be actively recruiting for the midcoast.

MEMBER COMMENTS/REQUESTS

Ms. Maez said she will be resigning from the CAC as she will be moving to Santa Clara County. She would like to see some high school or college students serve on the CAC.

Ms. Lujan will not be attending the April meeting.

Mr. Shaine said he is glad to see presentations are lining up with the new Strategic Plan. There is still unfinished business from last meeting. He said most of his questions have been answered regarding the investments in the County Pool, but there is an outstanding issue. Mr. Hurley said he is working on an answer and should have an answer soon.

Mr. Bigelow said he will be resigning from the CAC in July. He said the biggest thing that came out of the Dumbarton meeting was how to pay for staffing. The TA should consider paying for half of the costs and Alameda pays half the costs.

DATE, TIME AND PLACE OF NEXT MEETING

Tuesday, March 31, 2015 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

Adjourned at 6:43 p.m.

Averill, Joshua

From: Barbara Arietta <barietta@hotmail.com>
Sent: Wednesday, March 04, 2015 3:45 PM
To: Averill, Joshua
Subject: *** CAC Chairs Report 3-2-2015***

Here is my CAC Chair's report for March 3, 2015:

MTC ELECTS NEW CHAIRMAN

1. On February 25, 2015, Santa Clara County Board of Supervisors President and long-time MTC Commissioner, Dave Cortese, was unanimously elected the new Chair of the Metropolitan Transportation Commission (MTC) for the two year officer term running through February 2017.

A large majority of last term's Commissioners are returning for the new four year MTC Commission term, including Redwood City Councilperson, Alicia Aguirre, representing the cities of San Mateo County and San Mateo County Supervisor, Adrienne Tissier, representing the County of San Mateo.

MTC TO CONVERT HOV LANE ON SR92 SAN MATEO BRIDGE WESTBOUND INTO EXPRESS LANE

2. Among many other High Occupancy Lane (HOV) conversions scheduled to be accomplished in the Bay Area in the not too distant future, the MTC plans to convert the existing westbound HOV lane on SR 92 San Mateo Bridge into an express lane by 2017. This will be part of a 550 mile network of Bay Area Express Lanes that will be completed by 2035. MTC will convert 150 miles of existing High Occupancy Vehicle (HOV) lanes to express lanes and add 120 miles of new lanes to close network gaps.

Express lanes are specially-designated highway lanes that are free for carpools, vanpools, buses and other eligible vehicles, and also allow solo drivers to choose to pay tolls to use the lane. These conversions are being done as one of many strategies being pursued to move more people within the existing system.

And the reason for this is the forecast that the Bay Area will add 2.1 million more people and 1.1 million more jobs by 2040, but just 5% of the regions' transportation dollars are available to fund new roads or additional transit. Bottom line is that there is also often not enough money to build enough capacity to keep up with growth, but also, there is not enough room to widen the highways to add more lanes.

The public was invited to weigh-in on these express lanes at two public open house meetings held in both January and February. For those that missed those meetings and would still like to weigh in on the HOV lane conversions, they may view the online openhouse at www.BayAreaExpressLanes.org, which opened on January 30 and closes after March 6, 2015.

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ASSEMBLY MEMBER MULLIN INTRODUCES BILL TO REDUCE 101 CONGESTION

3. Assembly Speaker pro Tem Kevin Mullin of San Mateo announced AB378, a "placeholder bill" with the goal of relieving congestion on the 101 corridor. While the text of the bill wasn't posted yet, Mullin's staff said the

bill was a placeholder that could encompass policies, governance structures, and funding mechanisms to achieve the goal of the bills. Mullin expects that it will take more than one legislative session to flesh out the details of a bill to achieve the goals.

The text of the bill's introduction says: "A coordinated agency response that integrates carpool or express lane development and operations, adaptive ramp metering technology and operations, and ridesharing can deliver meaningful commuter relief within a five year period and serve as a model that other highway corridors in the state can emulate."

An important question was posed asking if the main goal of the bill is to add new lanes on 101. The question was asked if the proponents support TransForm's "optimized HOT lane" proposal, which would instead convert an existing lane into a toll lane, and use the funding to support sustainable transportation? It has been reported that Michael Cunningham of Bay Area Council, which encouraged Assemblymember Mullin to introduce the bill, said yes...they are aware of the TransForm approach, and would consider it. San Mateo County is currently having this option studied, as part of its 101 toll lane study, but it has been reported that it would require a change in state law to allow the lane conversion.

DUMBARTON POLICY COMMITTEE SEEKS PROJECT RESTART

4. At February 27th's Dumbarton Policy Committee meeting, held at the Union City City Council, the group of elected officials took steps toward restarting the stalled project, starting with the potential for service between Redwood City and Menlo Park. At the next meeting on May 29th, staff will bring back a summary of the funding available to jumpstart the project, and the cost to complete the environmental review process.

It was reported at that meeting that, unlike the federal government, California doesn't have the same environmental review process condition for seeking more money and that a Redwood City to Menlo Park project probably wouldn't need to seek federal funding, but rather, that it was entirely possible to approve a smaller subsegment in an environmental review, and therefore, the project could use available funding to restart a smaller initial project.

The motion to move ahead was supported by all but one of the policy committee members. The Fremont representative opposed it. Supporters included the BART board member, which is significant because most of the funding which was moved from the Dumbarton project, went to the BART Silicon Valley project.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY SOLICITING APPLICATIONS FOR ITS CAC TO FILL FIVE POSITIONS

5. The San Mateo County Transportation Authority is currently soliciting applications for its Citizen Advisory Committee (CAC) to fill five positions, one position that has recently been vacated and four other positions that are expiring May 31, 2015.

As there are no term limits on the CAC, all current members have been advised that they are both welcome and encouraged to re-apply. Applications are due by April 3, 2015.

Members must be residents of San Mateo County. Interested persons can either fill out an online application or download a fillable/printable application and submit it to our CAC Secretary, Josh Averill c/o the San Mateo County Transportation Authority at 1250 San Carlos Avenue, San Carlos, CA 94070.

TRANSFORM SUMMIT

6. On Saturday, March 7, 2015, TransForm is hosting its annual **Let's Get Moving Summit** - hot topics include the upcoming Santa Clara County Transportation ballot measure, and how to improve the Bay Area's fragmented transit system. It will be held from 9am - 4pm at DeAnza College, 21250 Stevens Creek Blvd, in Cupertino, CA. Pre-registration is encouraged. Go to TransForm website for complete details.

MENLO PARK COMMISSIONS AN UPDATED STUDY ON NEED FOR GRADE SEPARATION

7. Due to the multiplicity of fatalities that have happened and keep happening at rail way crossings throughout the Caltrain system, Menlo Park has recently hosted an informal community session on what to do about the safety problems at the Ravenswood/Caltrain crossing. Menlo Park has commissioned an updated study for a grade separation.

Respectfully submitted,

BARBARA ARIETTA
Chair, San Mateo County Transportation Authority, CAC