

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

MINUTES OF SEPTEMBER 29, 2015

MEMBERS PRESENT: B. Arietta (Chair), D. Bautista, R. Hedges, R. Hees, J. Londer, O. O'Neill, P. Rosenblatt, S. Scruggs, L. Shaine, L. Simonson, J. Ward, W. Warhurst, P. Young

MEMBERS ABSENT: J. Fox, D. Lujan

STAFF PRESENT: J. Averill, S. Bhatnagar, A. Chan, J. Hurley, J. Slavitt

Chair Barbara Arietta called the meeting to order at 4:34 p.m. and Phil Rosenblatt led the Pledge of Allegiance.

APPROVAL OF THE SEPTEMBER 1, 2015 MEETING MINUTES

Mr. Rosenblatt said he did not attend the September 1 meeting but was noted as in attendance.

Shaunda Scruggs said her comment on page 3 should read, "Ms. Scruggs asked if there are any thoughts about having a structured plan that would tie payment for the Bike Share system based on income."

Motion to approve the minutes of September 1 as amended:

Motion/Second: Hedges/Bautista

Ayes: Bautista, Hedges, Hees, Londer, O'Neill, Rosenblatt, Scruggs, Shaine, Simonson, Ward, Warhurst, Young, Arietta

Absent: Fox, Lujan

PUBLIC COMMENT

None.

ITEMS FOR REVIEW – OCTOBER 1, 2015 TA BOARD MEETING

Authorize Programming and Allocation of \$108,020,000 in Original and New Measure A Highway Program Funds to Eight Highway Projects (TA Item 10a)

Joel Slavitt, Manager, Programming and Monitoring, presented:

- Call for Project (CFP) Status
 - Up to \$125 million is available for programming and allocation
 - 11 applications submitted from nine sponsors
 - \$158.09 million was requested
 - \$117 million in eligible requests for Fiscal Year (FY) 2016 and FY2017 timeframe
 - Total amount for staff recommended projects: \$108.02 million
 - Staff panel reviewed applications based on strategic plan criteria
 - Need

- Effectiveness
- Readiness
- Funding leverage
- Policy consistency and sustainability
- Relationship of Highway Capital Improvement Program with CFP process
 - Provides context for current CFP
 - Preview of future funding needs
 - Needs far outweigh projected funding
 - Needs assessment of key hotspots to be conducted for future CFPs
 - Potential changes to future selection process to better ensure delivery of projects in areas of greatest need
- Final Recommendations
 - Tier I recommended for funding
 - State Routes 92/82 interchange improvements
 - Highway 101/Woodside Road interchange improvements
 - Highway 101/Willow Road interchange improvements
 - Highway 101/Holly Street interchange improvements
 - Tier II recommended for funding
 - Highway 101 staged High-Occupancy Vehicle lanes (Whipple Avenue to Interstate 380)
 - Highway 101/Peninsula Avenue interchange improvements
 - Highway 101 auxiliary lanes (Oyster Point to San Francisco County line)
 - Highway 101/Produce Avenue interchange improvements
 - Tier III not recommended for funding
 - State Route 1/Manor Drive overcrossing and Milagra Drive on-ramp
 - Ralston Avenue corridor complete streets improvements
 - Railroad Avenue extension
- Key Congested Areas (KCA) to Supplemental Roadway (SR) Ratios
 - Expenditure Plan: KCA 63 percent/SR 37 percent
 - 2012 CFP: KCA 46 percent/SR 54 percent
 - 2015 CFP: KCA 67 percent/SR 33 percent
 - Combined CFPs: KCA 64 percent/SR 36 percent
- Schedule
 - September 2015: Informational items to Board, CAC, City/County Association of Governments Technical Advisory Committee
 - August/September 2015: Staff met with subcommittee to discuss CFP award implications
 - October 2015: Board adopts 2015 Highway Program of Projects
 - October 2015 – spring 2017: Conduct needs assessment to determine hotspots and propose policy changes to focus delivery of highway projects in areas of greatest need

Mr. Rosenblatt asked who evaluated the projects. Mr. Slavitt said the evaluation criteria were outlined as part of the Strategic Plan process and there were a number of outreach meetings held for that. The Strategic Plan discusses the Highway Program decisions being made through a CFP process and outlines the criteria.

Mr. Rosenblatt asked who does the evaluations. Joe Hurley, Director, TA Program, said evaluations were conducted by three TA staff, one SamTrans staff and one external staff member.

Mr. Rosenblatt asked who is on the ad hoc committee. Mr. Slavitt said TA Board Chair Karyl Matsumoto and Directors Carole Groom and Cameron Johnson.

Larry Shaine asked if geographic equity was considered in the criteria. Mr. Slavitt said it is considered overall. A project's merits are evaluated against the evaluation criteria. The TA looks over time through various discretionary programs assess the distribution of project funding, but geographic equity is not scored for an individual CFP.

Rich Hedges asked if all projects in Tier I are shovel ready. Mr. Slavitt said three out of four of the projects are asking for construction money within the timeframe for this CFP.

Mr. Hedges asked if Tier I projects brought matching funds. Mr. Slavitt said either they have or are trying.

Laurie Simonson asked about the Tier II 101 Peninsula Avenue project. She asked if the solution for Poplar Avenue is to move traffic to Peninsula Avenue. Mr. Slavitt said yes.

Ms. Simonson said other possible solutions were suggested at community meetings that are less costly and require less infrastructure than creating new on and off ramps. None of those suggestions have been implemented. She is challenging the need for this project. Without trying lower-cost options, no one can say a \$2.5 million project is needed. She asked if San Mateo has the rest of the money to complete that project. Mr. Slavitt said this project funding is just for the environmental phase. A median is supposed to be put on Poplar Avenue to address the safety issue, but ultimately, the long-term solution is to not have traffic go through the neighborhood.

Mr. Hurley said funding from an earlier CFP was allocated for environmental, design and construction phases, but this project was always recognized as a temporary fix. The interim solution is a median barrier and modifications to the intersection, but there are deficiencies that will remain unless a bigger fix is taken on. If there was a cheaper, long-term solution, San Mateo would have opted for it.

Ms. Simonson said she went to a lot of meetings and that was not how it was portrayed to the residents. She said closing both ramps is a problem and both shouldn't entirely be closed. Mr. Hurley said this funding is for the environmental work to do the analysis and public outreach to understand what would happen if the Poplar Avenue ramps were closed and what the traffic pattern shift would be. The project is not going to construction, data will be collected and an analysis conducted to make informed decisions.

William Warhurst asked for the definition of the San Mateo project. Mr. Hurley said it is adding a southbound on and off ramp at Peninsula Avenue and the closure of Poplar Avenue ramps.

Mr. Warhurst asked if the California Environmental Quality Act and the National Environmental Policy Act studies will consider all alternatives, including no build. Mr. Hurley said yes.

Jeff Londer said he is perplexed why the 101 Peninsula Avenue project has been in the works for over a decade and nothing has been done. He said \$2.5 million will be spent on a study, but the study will only come up with what San Mateo wants the project to be. Mr. Hurley said there will be public engagement in the environmental process and if something comes up during the process, there has to be an answer to the public's questions and why studies are driven in a particular direction.

Chair Arietta said she is concerned with the lack of geographic equity and that the reason is because a project might not compete as well regionally or countywide. She said the Coastside is a region and a separate life to itself. She said the Manor Drive overcrossing is ripe for serious accidents and is constantly crowded, dangerous, old, and may not be structurally sound. The request for this project has been around for a long time. Mr. Slavitt said all projects have merit. If the Board takes staff's funding recommendations, the Coastside will not be receiving any funds from this CFP, but geographic equity is looked at over a series of CFPs, and during the first CFP, a number of projects on the Coastside were funded. He said 26 percent of the funds from the first CFP went to Coastside projects. Over time it balances out. Only one funding request came in from the Coastside during this CFP.

Public Comment

Jessica Osborne, San Mateo County Health System, said some of the work she does in Health Policy and Planning is to create the conditions for people to walk, bike, and use transit as the default, which makes it easier for people to be healthy. She is pleased to see a proposed separate bike and pedestrian overcrossing from the Holly Street Interchange, but disappointed that it is considered ineligible for funding. She asked the CAC and Board to reconsider the criteria for that project because it would be a significant opportunity to increase safety and to reduce congestion on the streets.

Chair Arietta read a letter she received from former CAC member Jim Bigelow. Mr. Bigelow said all proposed projects for funding are needed and worthwhile. Many employers are concerned about the increase in time it takes employees to get to and from the workplace. He urged the CAC and Board to approve the recommended projects for funding.

Mr. Hedges made a motion to approve the staff recommendation and ask CAC Chair Arietta to discuss the Manor Drive project with the Board to approve funding for that project if funding is available.

Mr. Rosenblatt said he would like the Chair to indicate to the Board that there is support for other coastal projects in addition to Pacifica.

Motion/Second: Hedges/Hees

Ayes: Bautista, Hedges, Hees, Londer, O'Neill, Rosenblatt, Scruggs, Shaine, Simonson,
Ward, Warhurst, Young, Arietta

Absent: Fox, Lujan

Update on State and Federal Legislative Program (TA Item 11a)

Shweta Bhatnagar, Government Affairs Officer, provided the following update:

State

Assembly Bill (AB) 464 would have increased the Statewide cap on local sales tax from 2 percent to 3 percent. The governor vetoed the bill, but Senate Bill 705 would allow only San Mateo and Monterey counties to exceed that 2 percent cap and pursue a half-cent local sales tax measure to address transportation needs. The measure would require two-thirds voter approval to be implemented. The bill is awaiting the governor's signature.

The governor's transportation proposal failed to gain any traction in the last days of session, so a conference committee will convene during special session to explore transportation funding.

Federal

Congress must pass a continuing resolution by the end of September 30 to keep the government open past October 1. Congress is expected to approve a stopgap spending bill that will keep the government open through December 11.

Chair Arietta asked if the TA is pursuing a half-cent sales tax increase. Ms. Bhatnagar said the TA is looking at the possibility of pursuing it, but nothing has been confirmed. If the bill is signed into law, the TA will have the ability to pursue it.

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

Motion/Second: Shaine/Bautista

Ayes: Bautista, Hedges, Hees, Londer, O'Neill, Rosenblatt, Scruggs, Shaine, Simonson,
Ward, Warhurst, Young, Arietta

Absent: Fox, Lujan

Approval of Minutes of September 3, 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 reported:

- AB378 is sponsored by Assemblyman Kevin Mullin and focuses on the Highway 101 Corridor. On September 15, Assemblyman Mullin chaired a meeting that included representatives from the California State Department of Transportation, the Metropolitan Transportation Commission, the TA, Caltrain, SamTrans, and others who would be tasked with working on solutions for the corridor as well as major employers along the corridor. The intent of the meeting was to stimulate the thought process for solutions. They have a strong desire to address congestion within the next five years with a specific focus on high-occupancy vehicle lanes. Many ideas are being considered and studied. The profile of this issue has been elevated. Some legislative changes may need to be made. Funding sources and different project delivery methods need to be explored.

Paul Young asked what kinds of ideas came up. Mr. Hurley said a general purpose lane conversion, an added lane, high-occupancy toll lanes, express bus service, potential funding, and others.

Mr. Young asked if employers charging for parking was considered. Mr. Hurley said yes.

Mr. Hedges said companies won't charge their employees for parking.

- Mr. Hurley asked the new CAC member Jeanette Ward to introduce herself. Ms. Ward said she has lived on the Coastside for 30 years and worked for the county for over 20 years and she is active in volunteer programs.

Mr. Warhurst left at 5:41 p.m.

MEMBER COMMENTS/REQUESTS

Ms. Simonson said it is great that the San Mateo County Health System pays attention to what the TA does and she hopes their concerns will be brought up during the bike and pedestrian CFP. Partnering with the health system is smart.

Olma O'Neill left at 5:43 p.m.

Mr. Shaine said congestion is bad for the east/west direction, not just north/south. Chair Arietta added there has been a 23 percent increase in accidents because of the traffic congestion and mix of modes.

Diana Bautista said she is the chair of Menlo Park Chamber of Commerce Transportation and Policy Committee and her goal is to get the Menlo Park Chamber of Commerce engaged on transportation issues.

Ms. Scruggs said she works for the San Mateo County Health System. She said she is learning about the processes the TA uses to fund projects and where and when it would make sense for the health system to insert itself and provide input.

Mr. Rosenblatt said traffic congestion is not just commute congestion, it is also generated by tourists or visitors.

DATE, TIME AND PLACE OF NEXT MEETING

Tuesday, November 3, 2015 at 4:30 p.m. at 1250 San Carlos Avenue, 4th Floor Dining Room, San Carlos, CA 94070

Adjourned at 6:26 p.m.

Averill, Joshua

From: Barbara Arietta <barietta@hotmail.com>
Sent: Tuesday, October 06, 2015 4:27 PM
To: Averill, Joshua
Subject: ***** CAC Chair's Report - 9/29/2015*****

JIM BIGELOW REPORTS ON "MEGAREGION BEYOND TRAFFIC FORUM"

Last week, I received a report and a request from our former member, Jim Bigelow. He had recently been invited to a U. S. Dept of Transportation (DOT) Forum, held in Sacramento. This was the first of 11 "Megaregion" forums to be hosted by the DOT for key areas in the United States. This was a meeting to look ahead for 30 years and provide input into the issues facing transportation and mobility in the U.S.

Our "Megaregion", according to the DOT includes Reno, Sacramento and the Bay Area.

Jim has asked us to review that report and provide responses to the DOT directly. You can access the DOT Draft Report and "The Blue Paper" at [Beyond Traffic: US DOT's 30 Year Framework for the Future](#). According to Jim, you can click on two reports under "Related Links". There you can either view "The Blue Paper", which is more of an "Executive Summary", or you can view the entire 260 page draft of Beyond Traffic.

Jim advises that the DOT is looking for input on this report and under "Related Links", you can click on several ways to provide responses and suggestions for this report that eventually will go to a final report.

Jim reported that he pointed out to the 90 people in attendance that because of the State and Federal DOT both reducing funding, coupled with the continuing resolutions by Congress, we, in San Mateo County, have become very challenged at the local Megaregion level. He advised that on our Highway 101 interchange projects now, we are being forced to pay most of the cost of projects, due to a lack of matching funds. He also pointed out the pressures on our Caltrain Commuter Rail, as well as BART and the extremely heavy roadway congestion that's been causing major challenges at peak hours.

Jim additionally advised that Steve Heminger, MTC, was on a panel and talked about the Bay Plan and when asked what was the most important thing he thought should be done, Heminger stated that it was the funding of projects and the raising of the gas tax. He stated clearly that there needed to be a funding plan, or this effort underway by DOT would not produce the needed transportation improvements and maintenance of what we currently have.

***SAN MATEO COUNTY TRANSPORTATION AUTHORITY EXPLORING POSSIBLE NEW SALES TAX MEASURE**

It has also been recently reported that The San Mateo County Transportation Authority is in the very early stages of exploring the possibility of pursuing a 0.5% sales tax measure to address severe traffic congestion along Highway 101 in order to address the state's greenhouse gas emissions goals. However, nothing, to date, has been decided as yet. It is only in the discussion stage at present. The potential new tax would also help fund Caltrain capacity, grade separations, and other transit improvements, as well as operational improvements to ease congestion.

Respectfully submitted,

**BARBARA ARIETTA
Chair, San Mateo County Transportation Authority, CAC**