

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

**MINUTES OF OCTOBER 4, 2016**

**MEMBERS PRESENT:** B. Arietta (Chair), D. Bautista, J. Fox, R. Hedges, J. Londer, O. O'Neill, S. Scruggs, J. Ward, W. Warhurst

**MEMBERS ABSENT:** P. Young

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

Chair Barbara Arietta called the meeting to order at 4:31 p.m. and William Warhurst led the Pledge of Allegiance.

**APPROVAL OF THE AUGUST 30, 2016 MEETING MINUTES**

Motion/Second: Hedges, Londer

Ayes: Bautista, Hedges, Londer, O'Neill, Scruggs, Ward, Warhurst, Arietta

Absent: Fox, Young

**PUBLIC COMMENT**

None

**ITEMS FOR REVIEW – OCTOBER 6, 2016 TA BOARD MEETING**

**Approval of Application, Programming and Allocation of \$78,563 in New Measure A Local Shuttle Program Funds for the San Mateo County Coastside Beach Shuttle from the Local Shuttle Program for Fiscal Years 2017 and 2018 (TA Item 11a)**

Joel Slavitt, Manager, Programming and Monitoring, said the county had requested deferral on this application due to the need for further route and service planning. That has taken place and the county has submitted a revised application. Funding for the shuttle is now recommended for approval. This shuttle will run during the weekend and will provide an alternative to the automobile to provide access to public beaches in the Half Moon Bay area.

Jeanette Ward asked where the north and south ends of the route are. Mr. Slavitt said north end is at Pillar Point Harbor and the south end is at a beach near downtown Half Moon Bay.

Motion/Second: Hedges, Ward

Ayes: Bautista, Hedges, Londer, O'Neill, Scruggs, Ward, Warhurst, Arietta

Absent: Fox, Young

John Fox arrived at 4:37 p.m.

**Programming and Allocation of \$65.3 Million in New Measure A Funds from the Grade Separation Category for the 25th Avenue Grade Separation Program and Amend the Fiscal Year 2017 Budget to \$167,834,460 (TA Item 11b)**

April Chan, Chief Officer, Planning, Development, and the TA, said the \$65.3 million is primarily to be used for construction and may also be used for right of way acquisition costs. This will be leveraged with the funding the city of San Mateo is receiving from the California High-Speed Rail Authority (CHSRA) and the Public Utilities Commission Section 190 funding. The TA will convey 3.7 acres of real property for this project. The total value of the property is slightly less than \$20 million. This action does not include approval of that conveyance. Staff is still working on deciding how much to convey to the Peninsula Corridor Joint Powers Board (JPB) and to the city of San Mateo, and what type of compensation that might be required. It is an underlying assumption this must take place.

Shaunda Scruggs asked what conveyance is. She asked if the TA will maintain ownership of the property or if there is a transition of ownership. Ms. Chan said staff is still trying to determine if it is appropriate to convey the property and if so what the appropriate way to do so is. The property could be conveyed to the JPB, to the city of San Mateo, or the TA could keep the property and provide a permanent easement. It takes time to go through technical evaluations of these options, so staff will come back to the Board with a recommendation at a future date.

Jeff Londer asked what happens if the cost comes in under \$180 million or goes over \$180 million, and who is responsible for paying for it. Ms. Chan said if it is under \$180 million, all of the funding partners will share in the cost savings proportionately. If it is over \$180 million, the city will go back to the respective funding partners to pursue additional funding.

Motion/Second: Hedges/Londer

Ayes: Bautista, Fox, Hedges, Londer, O'Neill, Scruggs, Ward, Warhurst, Arietta

Absent: Young

**Program Report: Transit – Dumbarton Corridor (TA Item 12a)**

Melissa Reggiardo, Principal Planner, reported:

- Partners in the study are the TA, Alameda County Transportation Commission, Alameda-Contra Costa Transit, and Facebook
- The Study kicked off in March and is a 15-month schedule
- Scope of Work:
  - Study mobility improvements on highway bridge, approach arterials and rail bridge
  - Focus on short-term (2020) and long-term (2030) improvements and phasing
- Outreach:
  - May 2016 – Existing conditions, goals and evaluation metrics, initial alternatives
  - September 2016 – Initial screening, alternatives carried forward
  - April 2017 – Evaluation of alternatives carried forward, funding plan

- Study Goals:
  - Enhance mobility
  - Identify cost effective improvements with return on investment
  - Minimize environmental impacts, financial risk and maximize safety
  - Ensure local communities are protected from adverse impacts
- Initial Highway Bridge Alternatives:
  - Express bus enhancements/expansion
  - Variety of highway bridge lane configurations, including managed lanes:
    - Carpool lanes
    - Toll lanes
    - Bus-only lanes
- Initial Approach Alternatives:
  - Improvements to:
    - Speed tolling
    - Improve carpool connections
    - Manage and/or increase park-and-ride capacity
    - Provide additional capacity/improve flow on key arterials and at intersections
    - Improve connections to Highway 101
- Initial Rail Bridge Alternatives:
  - Transit modes:
    - Bus Rapid Transit (BRT)
    - Commuter Rail
    - Bike/pedestrian
    - Light Rail Transit (LRT)
    - Bay Area Rapid Transit (BART)
    - Personal and Group Rapid Transit
    - People Movers
    - Hyperloop
    - Tunnel (BRT, LRT, Commuter Rail)
    - Ferry
    - Gondola
- Initial Screening Process:
  - Evaluated:
    - Highway configurations for highway bridge
    - Approach improvements per potential benefit to transit
    - Transit modes for rail bridge
  - Carried forward all short-term options
- Highway Bridge Alternatives Carried Forward:
  - Short-term: express bus enhancements/expansion
  - Long-term: three managed lane options
  - Contraflow managed lane in median with moveable barrier
  - Reversible managed lanes in median with fixed barriers
  - Managed lane in each direction
- Approach Package:
  - Short-term:
    - Bike/pedestrian approach improvements
    - FasTrak lane extensions and operational improvements

- Park-and-Ride management/expansion
- Operational improvements such as transit signal priority and queue jump lanes on key roadways
- Long-term:
  - All electronic tolling
  - Carpool/toll direct access ramps
  - Dedicated lanes for bus
  - Grade separations (improve flow at key intersections)
  - Managed lanes connections
- Transit Alternatives Carried Forward:
  - Short-term:
    - Bike/pedestrian on peninsula
  - Long-term:
    - BRT from Union City BART to Redwood City Caltrain
    - Commuter Rail from Union City BART to Redwood City
- Next Steps:
  - October through December: further study alternatives carried forward
    - Conceptual engineering
    - Ridership modeling
    - Financial analysis including public-private partnerships
  - January: comparative alternatives analysis
  - February: recommend phasing and financial plan

Mr. Londer said the buses are a great idea. The fixed barriers might be cheaper than a movable barrier. He asked if Santa Clara County or Santa Clara Valley Transportation Authority (VTA) has been involved. Ms. Reggiardo said VTA is one of the stakeholders.

Mr. Fox said the big way to attract ridership is a point to point timesaving measure. The bus still has to get to and get off the bridge on congested roadways on either side. One of the real advantages of the rail connection is it does not depend on congestion relief on Interstate 880 or Highway 101 or the interconnects. He said it would be interesting to look at what the timing could be from end to end in the study, not just the timing on the bridge.

Mr. Warhurst said it is nice to see how comprehensive the study is. He said Ms. Reggiardo stated that electronic tolling takes time to implement. He said it seems simple to implement and he does not know why it is not routinely used. Ms. Reggiardo said staff identified a potential FasTrak lane extension for the short term with the vision to implement projects in a phased manner. The reason the all-electronic tolling is in the long-term timeframe is because it would be in the second phase. If there was the will, it could be implemented quickly. The draft phasing is not set in stone and may be refined as the study progresses.

Diana Bautista said she is a fan of all lanes being electronic tolling lanes. When staff goes to Santa Clara County, talking to elected officials is huge and talking to them early and often will help to get them to come around. Since this is a regional approach it will sway opinion.

Olma O'Neill asked about the rail bridge and how extensive the alternatives would be in terms of timeframe and cost. Ms. Reggiardo said they are expensive. The only short-term transit alternative staff is looking at is the bike/pedestrian path on the peninsula. Any improvement on the rail bridge would be costly and longer term. A portion of the rail bridge burned down in the 1990s and much of it would need to be rehabilitated.

Ms. Scruggs asked what approach is being used to determine what is considered an adverse impact on communities. Ms. Reggiardo said it is similar to a Title VI analysis. Staff identifies disproportionate burdens on low-income populations and disparate impacts on minority populations.

Ms. Scruggs asked what the definition of adverse is. What is considered adverse for some populations is not for others. She said staff should look at it very broadly. Ms. Reggiardo said staff will look at everything from traffic impacts, local congestion, to noise, and visual impacts. It is a qualitative study so community input is important.

Rich Hedges said he is concerned about access after getting off the bridge. Time after time when the freeways were widened it does not do much good when vehicles dump into already congested traffic. He likes the long-term view. It does not necessarily have to be rail. He would like to see in the long run a bridge with a dedicated lane and stations for rapid bus with multiple units that can carry a lot of people. In the short term it is a good idea to have the moveable lanes, but he is skeptical about how much it will have positive impacts.

#### **Acceptance of Statement of Revenues and Expenditures for August 2016 (TA Item 4b)**

Motion/Second: Hedges/Londer

Ayes: Bautista, Fox, Hedges, Londer, O'Neill, Scruggs, Ward, Warhurst, Arietta

Absent: Young

#### **Update on State and Federal Legislative Program (TA Item 12b)**

Shweta Bhatnagar, Manager, Government and Community Relations, provided the following update:

##### State

Last week the governor signed some bills the TA was interested in, including Assembly Bill (AB) 1889, the Caltrain bill, ensuring the Peninsula Corridor Electrification Project would be eligible to receive Proposition 1A funding.

AB 2126 increases the number of projects for which the California State Department of Transportation is authorized to use the Construction Manager/General Contractor procurement method.

Senate Bill 32, new climate change legislation that requires the State to reduce its greenhouse gas emissions to 40 percent below the 1990 levels by 2030.

##### Federal

The House and Senate passed a 10 week Continuing Resolution package that will fund the government through December 9 to avoid a shutdown.

### **Approval of Minutes of September 1, 2016 (TA Item 4a)**

No comments.

### **REPORT OF THE CHAIR – BARBARA ARIETTA**

See attachment for Chair Arietta's complete report.

### **REPORT FROM STAFF – JOE HURLEY**

Joe Hurley, Director, TA Program, said:

- There will be nine appointees to the CAC this Thursday, six of which are new members. This includes a cross section of San Mateo County in terms of where the representatives live and work.
- Regarding the Metropolitan Transportation Commission report on congestion in the Bay Area, it would be helpful in a competitive environment when agencies try to get funding to demonstrate the magnitude of the problems to line up funding. The number 10 project in San Mateo County is within the limits of the Highway 101 Managed Lane Project. The environmental process is underway for that project and a number of alternatives are being considered. The public outreach will begin on October 27 at 6 p.m. in the San Mateo City Hall.

Ms. Scruggs said the TA's funds are for infrastructure, but some consideration should be given to non-infrastructure related approaches. The issue is convincing people to stop driving on the freeway and that would decrease congestion. Having a wider freeway or special lanes would cause the volume to go up. Mr. Hurley said the TA is limited to the tools in its own toolbox but other funding sources have been tapped to reduce demand in concert with the development and encouragement of alternative modes.

Ms. Scruggs said the TA has a lot of leverage. The TA could leverage funds and say project funding is contingent on other things. Mr. Hurley said the challenge is to provide a viable alternative to driving. As part of the effort, there are express bus studies underway, Caltrain electrification, and other things being employed.

Ms. Ward left at 5:33 p.m.

### **MEMBER COMMENTS/REQUESTS**

Mr. Hedges said two-thirds of the miles he travels in the region are by public transit. He lives in an area where there is good access to transit and walking distance to most of the services he needs.

Chair Arietta said she is the president of the Grand Juror's Association and she asked Assemblymember Kevin Mullin to speak about transportation and housing needs in San Mateo County at a luncheon she is putting on at the Basque Cultural Center in South San Francisco on October 21.

Ms. Bautista left at 5:37 p.m.

Mr. Warhurst said he has tried using Route ECR a few times, but buses are unreliable and he can't plan ahead. Buses will not work out until there is a better system. Caltrain is

mostly on time, but the problem is at the ends because he doesn't feel safe around rowdy people. He said the freeways could handle the traffic if the backups around Oracle and Route 92 were fixed. This is where the money should be spent, not on adding lanes or changing the lane types.

Mr. Fox said in thinking about approaches to serving the larger population, people have to realize the diversity of modalities and thinking that having to fix driving ignores the fact that there are a lot of people who choose to walk, bike, or use another mode. Every person who is not driving on Highway 101 in rush hour is one less car, giving drivers more space. He would like to figure out ways to reward people who don't drive. Being punitive is not a very effective public policy. Trying to promote a diversity of modalities and recognizing that the more people are encouraged to use alternative transit modes the more the public is served.

Mr. Londer said with the new people on the CAC there will be new ideas and new thinking. He is looking forward to the new members.

**DATE, TIME AND PLACE OF NEXT MEETING**

Tuesday, November 1, 2016 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2<sup>nd</sup> Floor, San Carlos, CA 94070

Adjourned at 5:45 p.m.

## **Averill, Joshua**

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**From:** Barbara Arietta <barietta@hotmail.com>  
**Sent:** Monday, October 17, 2016 12:47 PM  
**To:** Averill, Joshua  
**Subject:** \*\* CAC Chair's Report - October 4, 2016\*\*

### **MTC ENDORSES LOCAL BALLOT MEASURES**

The MTC has endorsed local ballot measures sponsored by two San Mateo County cities and the County itself, that if approved by voters, will have great flexibility in the use of fund expenditures. The cities of Belmont, East Palo Alto and the County of San Mateo are looking to get support from local voters to secure necessary funding for street repairs, affordable housing and transit services.

The City of Belmont's Measure I calls for a sales tax of 30 years duration which will produce \$39 million dollars, with a broad eligibility for expenditures, with street repairs listed as a priority.

The City of East Palo's Measure P is calling for a permanent sales tax which is estimated to generate \$54 million in 30 years, also with a broad eligibility for expenditures, with street repairs listed as a priority.

The County of San Mateo's Measure K is calling for a 20 year extension of the sales tax, which will generate an estimated \$1.6 billion. Eligible expenditures will have a broad eligibility with affordable housing and transit services being its priorities.

### **BIG JUMP IN FREEWAY CONGESTION FOR 2015**

The MTC has just unveiled its annual ranking of the Bay Area's most congested freeway segments, with the afternoon commute on US 101 from Menlo Park to Foster City jumping up two spots from being number 12 on the MTC's list of 2014 to now being number 10 on the 2015 MTC list. The afternoon commute on northbound US 101 and eastbound Interstate 80 in San Francisco is now listed as the most congested in the bay area, surpassing the morning commute westbound on I-80 from Hercules to San Francisco. Routes leading into and out of Silicon Valley and San Francisco dominate the top 10 and they account for almost half of all the congestion in the region. The Bay Area's population rose to 7.6 million by the end of 2015, with nearly half of the region's 3.7 million jobs located in San Francisco or Silicon Valley. Nearly 30 percent of the region's buses, railcars, tracks and other transit assets are past their useful life. With 71 percent of its fleet past its useful life, BART has the highest maintenance needs of any other transit agency.

### **JUDGE GIVES CALTRAIN ELECTRIFICATION GREEN LIGHT**

In a lawsuit that could have veered Caltrain's electrification plan off track, it has recently been reported in the Daily Journal that a judge announced on Monday, October, 3, 2016, that he is ruling in favor of the local transit agency proceeding with its \$2 billion Modernization program.

The town of Atherton filed the potentially derailing suit in February 2015, alleging Caltrain's environmental impact report was inadequate and that its plans to share the Peninsula tracks with high-speed rail should have been vetted as part of the review. The Transportation Solutions Defense and Education Fund

**(TRANSDEF), and Community Coalition on High-Speed Rail joined the lawsuit that was eventually moved to Contra Costa County Superior Court.**

**On Monday, Superior Court Judge Barry Goods sided with Caltrain arguing electrifying the local tracks does not inherently pave the way for the state's controversial bullet train**

**Atherton Vic Mayor Mike Lempres said that the city would review the judge's ruling and discuss possible next steps. Stuart Flashman, an attorney representing the plaintiffs, and TRANSDEF President David Schonbrunn said the decision was disappointing, but it was too early to determine whether they'd file an appeal. Flashman also said, "We may not have won in court, but the project is now a better project because of my clients pushing on reducing the number of trees that need to be cut down in doing the project". He emphasized that no decision has been made on whether to appeal Monday's decision.**

**Caltrain spokeswoman, Jayme Ackermann, said the entire Modernization Program--which includes a new control program--will be an improvement to a heavily-used rail system. And Monday's ruling, she said, is another milestone on the road to electrification of the Caltrain system.**

**The Caltrain Board of Directors is awaiting word on the final portion of necessary federal funding before giving the green light on construction. The agency hopes to replace 75 percent of its fleet and begin running electric trains by 2021. The electric trains could increase speeds up to 79 mph while running up to six trains per hour in each direction.**

**Respectfully submitted,**

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