

**Report from the TA Citizens Advisory Committee  
Meeting of November 3, 2020**

The TA CAC meeting held on November 3 was chaired by John Fox due to Chair Barbara Arietta's inability to access Internet and cell phone service. Chair Arietta did participate by calling in from a landline.

The committee met online via a Zoom meeting with TA staff. The CAC heard presentations and reviewed reports, and there were both informational items as well as action items requiring a motion with roll call vote.

**The informational items were**

- San Mateo 101 Express Lanes Project Quarterly Update

Leo Scott gave a quarterly update on the progress with the express lanes. There has been significant construction progress and despite the impact of the COVID virus, the team is working hard to keep the project on schedule. The largest discussion involved risk and contingency management for the project, how the funding allocations and planned budgets are evolving, and what is likely drawdown of the contingency as the project moves towards completion.

- Pedestrian and Bicycle Cycle 5 Call for Projects Draft Recommendations

Patrick Gilster presented on the review of the submitted proposals, and went through the list of projects and the rankings. The ranking process, and the generation of the numeric score, was discussed with the committee. Peter Ohtaki wanted to better understand the funding recommended for the Menlo Park Caltrain undercrossing, and the rationale for partially funding the request. The item that generated extensive discussion, and public comment, had to do with the Hillsdale Station Gap Closure proposal from San Mateo. While this proposal was a modest amount of funding, there was a letter from the Bay Meadows Neighborhood Alliance that expressed design concerns and urged the committee to NOT fund the project. There was public discussion and comment from Kelly Moran, representing the Bay Meadows Neighborhood Alliance, also from Sue- Ellen Atkinson, Principal Transportation Planner from the City of San Mateo. Many concerns were expressed about the design which crosses driveways, and places a mixed class-1 ped-bike facility on the north side of the street, so that eastbound ped-bike traffic will not be seen by drivers exiting driveways or cross streets intending to turn right. Sight lines and other concerns were also discussed.

The committee discussed the situation and many members of the committee felt the concerns were valid, and design challenges in this project were deserving of

much more extensive study of the existing situation and possible design alternatives. The most common concerns had to do with the scope of this small gap-closure project, and the much larger aspect of integrating this connection within the congested 28th Avenue bike traffic. Many were concerned that this gap closure is to serve much more than pedestrian and bike access to the Caltrain station, but was a key component of a larger through cross east-west bike connector. As such, it will have traffic that is not just for Caltrain, and this traffic will be coming from far beyond the project scope area. While this initial proposal is just for a design phase, many felt the need to coordinate the proposal with the larger needs which serve bike commuter through traffic, station traffic, school age children, pedestrians headed to/from the residential neighborhood, etc.

Ms. Atkinson said there was now a formal link to the Caltrain station project team to better understand what can be done to mitigate hazards. Peter Skinner and Patrick Gilster explained that many of the concerns brought up had to do with the 25<sup>th</sup> Avenue Grade separation Project that is currently under construction and agreed to facilitate further discussion on the matter share prior to any subsequent allocation action. This proposal will return to the Committee in a future meeting for review and funding decision.

- State and Federal legislative Update

We heard a report from Lori Low on both State and Federal actions.

- Approval of Minutes of the Board of directors Meeting of October 1, 2020

There were no comments or suggested edits

**There were agenda items requiring a motion and vote.**

- Approval of CAC Minutes from September 29, 2020

Minutes were approved without edits or additions.

- TA Board Item 11(a) Allocation of Measure A Transit - to Support Atherton Station Closure Project

The discussion was led by Peter Skinner and David Pape. There was discussion about the history of the Atherton station, the configuration as a hold-out station, and the cost implications to modernize the station for use within the electrified Caltrain and high speed rail system. This allocation included a significant amount of funding associated with changing a crossing gate to a quad-gate configuration,

and that significant costs raised questions. A similar crossing had been updated in San Leandro two years ago for much less money. There was also discussion if other grant or support might pay for the gate work, essentially repaying the TA for the investment. Motion passed unanimously.

- TA Board Item 11(b). Acceptance of Quarterly Investment Report and Fixed Income Market Revenues Outlook

This motion passed unanimously.

- TA Board Item 5(b) Acceptance of Statement and Revenues and Expenditures for period ending September 20, 2020

This motion passed unanimously after brief discussion with Staff on the sales tax revenue ( up, as more home internet shopping?).

- TA Board Item 5(c) Amend the San Mateo County Transportation Authority Investment Policy, and re-authorize Investment of Monies with Local Agency Investment Fund

The discussion was brief, to clarify with Staff the purpose of expanding the authority to more fully align with the options available in the local agencies fund. The motion passed unanimously.

The meeting concluded with:

- Report of the Chair

Barbara Arietta reported on the impact of COVID 19 on local traffic. She comments that as more business and other activity increases, it seems more private auto traffic is appearing, rather than use of public transit. This has obvious impacts on fare box revenue, as well as congestion. There was brief discussion on "is this the new normal?"

- Report from Staff

Joe Hurley reported for the TA.

- Report from Members

Rich Hedges had some observations on traffic impacts and patterns with increasing local traffic, following the comments from the Chair.

Submitted November 5, 2020

John D. Fox

TA CAC Vice Chair