

**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 1, 2015

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

MEMBERS ABSENT: D. Lujan, O. O'Neill, P. Rosenblatt, J. Ward

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

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

APPROVAL OF THE AUGUST 4, 2015 MEETING MINUTES

William Warhurst said the San Carlos Transit Village Project is not highly controversial to him, but it is with many people in San Carlos. He requested to add "with many people in San Carlos" in his statement in the third paragraph on page 5.

Motion/Second: Bautista/Londer

Ayes: Bautista, Hedges, Hees, Londer, Scruggs, Shaine, Simonson, Warhurst, Young, Arietta

Absent: Fox, Lujan, O'Neill, Rosenblatt, Ward

PUBLIC COMMENT

None.

ITEMS FOR REVIEW – SEPTEMBER 3, 2015 TA BOARD MEETING

Program Report: Alternative Congestion Relief – Connect, Redwood City! Pilot Program Findings (TA Item 10a)

Melissa Reggiardo, Planner, presented:

- In 2010 the District received a \$1.5 million Climate Initiatives Grant from the Metropolitan Transportation Commission (MTC).
- The pilot tested last-mile operations and included some first-mile and all-mile options.
- Six strategies:
 - Bike Share
 - 70 bicycles at seven stations throughout the region
 - Redwood City had lowest ridership, 2 percent of San Francisco ridership
 - Additional study recommended moving stations and supplemental marketing
 - Redwood City ridership up 20 trips per month after making improvements
 - New station location strategy

- Dense locations with transit and bike facility access
- Employment locations
- Consider appropriate distances between bike share stations
- In May 2015 the Bay Area Air Quality Management District and MTC voted to privatize the system operating in San Francisco, San Jose and the East Bay
- Redwood City, Palo Alto, Mountain View are not part of the privatized system
- Peninsula cities to examine buying into the new system

John Fox arrived at 4:38 p.m.

- Car Share
 - Three cars at Redwood City Caltrain Station
 - Added three cars at San Mateo County Center
 - High utilization at Redwood City
 - Survey shows Zipcar supports Caltrain use
 - Caltrain hub was integral to Zipcar
 - Zipcar and Caltrain are negotiating lease terms to continue at Redwood City Caltrain Station and County Center
- Last-mile Vanpool
 - Operate from Redwood City Caltrain Station to work
 - No last-mile vanpools organized because high level of coordination needed, costly and parking issues
- Traditional Vanpool
 - Door-to-door from home to work
 - Commute.org subsidized 15 vanpools over an average of 17 months
 - 130 participants
 - Of those using the service 42 percent said they would continue to vanpool after subsidy ends
 - Best for congested commutes with high occupancy vehicle lanes where transit is not viable
 - Employer pre-tax commuter benefits, emergency ride home programs and monthly subsidies encouraged vanpool
 - Twelve vanpools are still active
 - Participants continue leasing vans at program-negotiated rates
- Telework/Flex Schedules
 - County employee commutes are 33 percent of the County's greenhouse gas emissions
 - County re-launched telework and flex schedule programs
 - Toolkit developed to help other employers launch alternative work schedules and address benefits
 - No major increase in telework and flex schedules as management didn't support telework even though flex schedules are more acceptable
 - County developed policy so departments can customize programs

Rich Hedges asked if the 2 percent total for Bike Share takes into account the number of bikes and locations in San Francisco compared to the number on the Peninsula. Ms. Reggiardo said no, it does not take into account San Francisco has more stations and more density.

Mr. Hedges asked where Car Share will be placed at the Redwood City Public Library. Ms. Reggiardo said she will get back to him.

Shaunda Scruggs asked how the data was captured to create the map that shows where employees are coming from to use the Caltrain stations. She said some people come from more than 40 miles away. Ms. Reggiardo said the Association of Bay Area Governments gathered the data.

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. Some people don't have credit cards to pay for the system and would prefer to use cash. Ms. Reggiardo said staff acknowledges the equity issue in the Bay Area Bike Share Pilot, but in the first two years of operations, the system did not have the capacity to address those issues. MTC is working on this with Motivate, who will be the new owner, to allow customers to pay with cash and to get discounts if they are under a certain income level.

Larry Shaine asked if Uber is similar to Zipcar and if it could help with the last mile. Ms. Reggiardo said Zipcar is a service that lets customers rent out a car for a short amount of time and charges based on how far they go. Uber is a ride-sharing service where customers use a phone application to call a car to come pick them up. According to Uber and other companies, 20 to 25 percent of the trips are originating or terminating at Caltrain stations. Uber is a possible alternative. Staff has received questions about formalizing a relationship with Uber, but liability is a concern.

Mr. Shaine asked if the fact that the Bike Share vendor went bankrupt affected the surveys. Ms. Reggiardo said it did not affect the surveys, but it did affect Bay Area Bike Share's ability to expand. It could be argued the cities that had very small networks never got to experience their full potential.

Mr. Fox said by not fully expanding the network, Bike Share lost potential ridership by not building to the point destinations that would get a critical mass of riders. These are lost opportunities. It would have been more successful if the stations were a mile or a mile and half to a destination.

Mr. Warhurst said he predicted Bike Share in Redwood City would not be successful because the bikes stations were too close together and the bikes are limited to 30 minutes. If the bikes could be checked out for three hours, people could have used them for appointments. This should not detract from the concept, which could be very good with simple adjustments. Ms. Reggiardo said staff recognized the stations were too close together. It was a regional system, so Redwood City had to follow the system rules. They considered having a different time limit or pricing structure, but decided for

consistency to keep it the same. If they were to pursue another bike share model, they may have differences.

Chair Arietta asked if there really was a 30-minute limit. Mr. Reggiardo said customers could keep the bike longer than 30 minutes, but they would have to pay a fee.

Randy Hees said he would like to know who used Bike Share and if they used it repeatedly. He could not find a reason to use Bike Share in Redwood City because it did not go where he wanted it to. He asked what is being done now that the study is done. Ms. Reggiardo said not much will change with vanpool as long as users are willing to pay a little more. With Bike Share, Peninsula cities need to decide if they want to buy into the system at about \$160,000 in operating costs per year, or if there is something more appropriate for the Peninsula. Car share will be continuing at both original locations and hopefully one more at the Redwood City Public Library. There are no last-mile vanpools. Telework and flex schedules are ongoing and the county is trying to let departments customize them so more people will participate. She said the Bike Share ridership in Redwood City was 2 percent of what was observed in San Francisco. This relationship was observed in order to convey the magnitude of ridership and how big it is in San Francisco and how small it is in Redwood City. It is an unfair comparison because San Francisco has a lot more stations and density. The demographic using Bike Share in Redwood City is 20- to 40-year-old males. Employers who are farther out from the downtown core need to be targeted.

Paul Young said the Car Share was not very successful based on the utilization rate of three cars, which means only one or two people per day are using the service. Ms. Reggiardo said those trips are very short, then the cars get returned so other people can check them out, so more than one or two people are using the service per day.

Mr. Young said if the Uber-pool concept could be implemented for Caltrain customers, dozens of people would be served for the last mile instead of one or two people a day using a car share service. Employers should charge their employees for parking and that money could be used for Uber pools, and that would get people out of their cars. Ms. Reggiardo said staff was disappointed there was not more interest in the last-mile vanpools.

Joe Hurley, Director, TA Program, said when customers were surveyed, they said if the need for access to a car arose and Zipcar was available at Caltrain stations, they opted to take Caltrain, whereas if Zipcar was not available, they might not have taken Caltrain. Ms. Reggiardo said it is hard to prove the direct relationship between Caltrain riders and Zipcar, though it is a support system.

Jeff Londer said MTC voted to privatize Bike Share in places and asked if they will be overseeing it. Ms. Reggiardo said MTC will turn the system over to Motivate, and Motivate will only continue to operate San Francisco and San Jose without any public subsidy. If other Peninsula communities want to participate, they will have to pay operating fees. MTC will still have oversight and the contract is 10 years.

Diana Bautista said Scoop Technologies allows customers to book a carpool from home to work, and Uber, Lyft and Sidecar are making it easier for employers. It would be great if there was something similar or a way to sync multi-modal services on a smartphone. She asked how many employers in the county or Redwood City are providing Go Passes or Clipper Cards as an incentive to use public transportation. Ms. Reggiardo said she will find out.

Mr. Shaine asked if staff has reached out to other public transportation agencies throughout the country about how they have approached last-mile connections. Ms. Reggiardo said a large amount of outreach has been done to talk about alternative service models, which sometimes include first- and last-mile options. No one has any better ideas that this agency hasn't tried.

Highway Program: Call for Projects (CFP) Update (TA Item 10b)

Joel Slavit, Manager, Programming and Monitoring, presented:

- Program Overview
 - Focus is to reduce congestion and improve throughput and safety on the most critical commute corridors within the county.
 - Per the voter-approved Transportation Expenditure Plan (TEP), 27.5 percent of Measure A sales tax receipts are dedicated to the highway program.
 - Key Congested Areas (KCA): 17.3 percent.
 - Supplemental Roadways (SR): 10.2 percent.
 - All phases of capital development may be funded from the highway program from planning through construction.
- Process – the TA Strategic Plan calls for:
 - Funding considerations made through a CFP.
 - Project review committee assembled to evaluation applications.
 - Projects reviewed based on a set of evaluation criteria.
 - Funding recommendations anchored to the evaluation criteria.
- Evaluation Criteria:
 - Need: what and how bad the problem is in regard to congestion and safety.
 - Effectiveness: how the project proposes to address the problem and the benefits it can provide.
 - Readiness: if the project is ready to go and what obstacles might prevent it moving forward in a timely manner.
 - Funding leverage: the percent of match that is proposed, including private sector contributions.
 - Policy Consistency: what planning documents the project is recognized in.
 - Sustainability: how well the project maximizes the efficiency of the existing roadway network as well as its link with and support of land use and economic development.
- Project Proposals:
 - Up to \$125 million available for programming and allocation.
 - Eleven applications submitted from nine sponsors.
 - \$158 million requested.

- \$117 million in eligible requests for Fiscal Year (FY) 2016 and FY2017 timeframe.
- Mix of project types:
 - Six freeway interchanges.
 - Two freeway mainline projects.
 - Three arterial projects.
- Eligible funding requests within the FY2016 and FY2017 timeframe included:
 - Preconstruction: 22 percent.
 - Right of way and construction: 78 percent.
- Distribution of KCA and SR categories is higher on the KCA than the TEP ratio, but the SR was higher in the 2012 CFP, so it somewhat balanced out.
- Proposals ended up with scores that fell into three general categories referred to Tier I, II, and III. Staff's draft recommendation is that the Board consider making funding awards to the projects that are part of the Tier I and Tier II groups.
 - Tier I proposals had scores within a range of 71 to 80 points and fared well with all the evaluation criteria and stood out from Tier II projects as they scored higher on readiness and funding leverage.
 - Tier II projects scored in the low 60s, were not as ready to go and did not provide the same amount of funding leverage as Tier I projects.
 - Tier III projects scored below 50 points and did not fare as well competing at the regional level.

Mr. Warhurst left at 5:33 p.m.

- Highway Capital Improvement Program (CIP)
 - Provides overview of long-term needs versus funding availability.
 - Helps to better inform current CFP.
 - Identifies policy issues for further discussion. Staff is to work with the Board ad hoc committee on future program changes and advocacy.
- Next Steps
 - September 2015: Information item to CAC, Board, and C/CAG Technical Advisory Committee.
 - September/November 2015: Highway CIP ad hoc committee to consider policy issues that may influence funding recommendations.
 - October/November 2015: Board approves 2015 Highway Program of Projects.

Mr. Hedges said there was a lot of pushback on the concept of high-occupancy toll (HOT) lanes due to equity issues. He asked if there will be a high-occupancy vehicle (HOV) lane or if it will be an HOT lane. Mr. Slavitt said MTC is looking at several alternatives including the potential for a toll or express lane.

Ms. Scruggs said there are items not listed on the CFP that were in the CIP. Mr. Slavitt said the CIP was an exercise to get an idea of the order of magnitude of the projected

needs over the next 10 years. It does not imply any level of priority or that if a project is not on the CIP it cannot apply during the CFP process.

Mr. Shaine asked if HOV and HOT lanes are still being studied by consultants and if their timing affects the timing for the CFP. Mr. Slavit said they are ready to go forward with the project approval and environmental document phase within the timeframe of this CFP. If they were to get funding for the environmental phase, a preferred alternative would be provided that would be environmentally cleared. Mr. Hurley said there was a project initiation document that studied the HOV lane from Whipple Avenue to Interstate 380. As a result of the discussion with MTC about the managed lane concept, the scope of alternatives to be considered is being expanded. It is a long process to explore the different alternatives. Data collection is being conducted now, and then there will be analysis, forecasting, and a traffic operational analysis. That will not be done in this timeframe. There is not enough money to complete that study. This was for data collection and forecast analysis that will be folded into the environmental phase of the concept.

Mr. Hees asked if this means everything in this CFP will be funded. Mr. Slavit said staff is not making a final recommendation at this time. Theoretically, if the Board wanted to fund everything for this CFP, they could, but there are implications for future CFPs because there will be less funding in the future.

Mr. Hees said he expected more sponsors to come in with requests for this CFP. Mr. Slavit said some sponsors with projects on the CIP list were not ready to come in for this CFP because they're completing work they've already received funding for.

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

Mr. Hurley said:

- A special session on transportation was called to deal with the transportation funding crisis.
- Assembly Bill 464 would have allowed the sales tax cap to be raised. It went through the Senate and the Assembly but was vetoed by the governor because he did not like how broadly it was defined Statewide for any types of projects or programs. Senate Bill 705 has been offered to reintroduce some similar county-specific and transportation improvements-specific legislation. If approved, the provision would expire in 2026.
- Senate Bill Extraordinary Session 1 (SBx1) 8 and SBx1 7 both increase the amount of funding going to transit and Intercity Rail and Low-Carbon Transit Operations Cap and Trade programs. The source of funding for those would be the sales tax on diesel fuel. That would raise \$300 million for capital and operations.
- Three bills the TA opposes are SBx1 2, SBx1 3, and SBx1 6, which attempt to take funds away from high-speed rail.

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

Ms. Simonson asked why there is a spike on the administrative expenses chart on page 2. Mr. Hurley said the insurance payments associated with Dumbarton, Public Officers Liability, and Professional Liability all hit at the same time.

Ms. Simonson said on page 8 under the Half-cent Sales Tax Receipts and Projections, the 4th quarter came in \$7 million under projections, but the budgeted amount was just a little higher than the previous quarters. Mr. Hurley said these reports are two months delayed, so this fourth quarter is missing one of the three months, the revenues for the third month of the 4th quarter are projected to be about \$7 million, so this number will actually become positive. The number listed is two-thirds of the full quarter.

Motion/Second: Hedges/Bautista

Ayes: Bautista, Fox, Hedges, Hees, Londer, Scruggs, Shaine, Simonson, Young, Arietta

Absent: Lujan, O'Neill, Rosenblatt, Ward, Warhurst

Capital Projects Quarterly Status Report – 4th Quarter Fiscal Year 2015 (TA Item 10d)

Mr. Hurley said there are no spotlight color changes from the previous quarter. The only yellow is for the San Bruno Grade Separation Project and it has to do with closeout issues.

Mr. Hees said he compared Broadway to San Pedro Creek. Broadway has zero contingencies listed, but San Pedro Creek does. Mr. Hurley said often times the contingencies are not called out separately, but are housed within the phases of work.

Ms. Simonson asked what the Highway 101 Peninsula Avenue Highway Interchange report said. Mr. Hurley said the proposed project looks at adding diagonal on and off ramps. The final plan would be to include the southbound ramps at Peninsula Avenue and close Poplar Avenue. It is still to be determined if it goes forward or not. There are right of way takes associated with this project.

Ms. Arietta asked what the status is of the Calera Parkway Project. Mr. Hurley said there are two lawsuits, one challenging National Environmental Policy Act (NEPA) and one challenging California Environmental Quality Act (CEQA). The judge has not issued a final decision for CEQA. For the NEPA Federal lawsuit, the TA and city of Pacifica appealed to be dismissed from the lawsuit, and they were, but the California Department of Transportation is still named in the lawsuit.

Mr. Arietta asked if the project stays on the books during the litigation. Mr. Hurley said there has not been a cease and desist on this project, so there is nothing stopping the city of Pacifica from moving forward if they choose to do so.

Mr. Hedges asked how much has spent on environmental work. Mr. Hurley said about \$4 to \$5 million.

Mr. Hedges asked when it will be time for the TA to forget about this project. Mr. Hurley said when other projects can't move forward because of lack of funding, the TA will have to weigh that decision.

Approval of Minutes of August 6, 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, in response to an earlier inquiry, reported:

- The hours of operation for the ramp metering on Highway 101 north of Highway 92 are from 6 a.m. to 10 a.m. and from 3 p.m. to 8 p.m. and from south of Highway 92 are from 6 a.m. to 10 a.m. and from 2:30 p.m. to 8 p.m.

Mr. Hees said he noticed the northbound ramp metering was not operating around 8 a.m. The southbound metering appears to be more consistent, but it was not on at Willow Road.

Mr. Hurley said sometimes if it is not operating it is due to a technical issue. He asked the CAC to let him know if they see ramp metering operating outside of the normal operating hours. Mr. Hees said 3rd Avenue in San Mateo routinely seems to not operate, and one time it was operating at 10 p.m.

Mr. Fox left at 6:08 p.m.

- The District was recently reorganized and the TA is now under April Chan, and her new title is Chief Officer of Planning, Grants, and the TA.

MEMBER COMMENTS/REQUESTS

Mr. Young asked if the Bay Area Business Council and local businesses are doing anything to help get people out of cars to reduce congestion. Mr. Hurley said they are providing a fleet of buses for employees, and there is an idea of charging for parking at their campuses.

Mr. Young said if they start charging for parking to make it expensive to drive, that money could be diverted to Caltrain or Uber pools to get more people out of their cars.

Mr. Hedges said the shuttle he uses is always full, and many of the shuttles that go to Caltrain from his neighborhood are often full. Many of the buses that businesses use are packed and take a lot of cars off the road. If the roads were on a simple grid there would be less congestion.

Mr. Shaine said the cheaper cost of housing in the East Bay has created congestion over the bridges and on the Peninsula due to Peninsula employees who reside in the East Bay.

Ms. Bautista left at 6:25 p.m.

Mr. Hees said there is no more capacity on Caltrain. The Peninsula has reached capacity, even though more jobs and office space are being created. It is going to take a change in the way business is done to solve it.

Ms. Simonson left at 6:26 p.m.

DATE, TIME AND PLACE OF NEXT MEETING

Tuesday, September 29, 2015 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

Adjourned at 6:26 p.m.

Averill, Joshua

From: Barbara Arietta <barietta@hotmail.com>
Sent: Wednesday, September 02, 2015 1:21 PM
To: Averill, Joshua
Subject: Chair's Report to CAC 9/1/2015

1. PAVING FOR SAN PEDRO CREEK REPLACEMENT PROJECT TO START ON TUESDAY, SEPTEMBER 8TH

The California Dept of Transportation (CALTRANS) will begin final paving operations on U.S. State Route 1, both northbound and southbound, starting Tuesday, September 8, to be completed by Thursday, September 10, from the hours of 7:00 pm to 6:00 am each night. That should help with alleviating the high traffic congestion and extremely long driving times that were experienced by coastside commuters last month when the first attempt at paving was done during regular daytime and commute hours. That initial paving attempt, which resulted in motorists being caught up in a 4-5 hour nightmare of a traffic jam to get to their destinations on the coastside, was postponed to a later date and different hours this month.

Final construction for this project will be completed by October, 2015.

This work is part of the San Pedro Creek Bridge Replacement Project that started construction in May 2014. The Project will install a longer and higher bridge over the creek to provide capacity for the 100-year flood event. In addition, a Class 1 multi-purpose path will be added along its eastern side.

2. HIGH SPEED RAIL PLANNING FOR PENINSULA CORRIDOR ABOUT TO RESTART

At its board meeting last month, the High Speed Rail Authority (HSRA) kicked off the planning process with an aggressive schedule to bring High Speed Rail to the Peninsula corridor. The process raises opportunities to fund and implement grade separations, level boarding and longer platforms, which will provide more room on Caltrain and faster, more accessible service, and a blended service that could help on commuting between San Francisco and San Jose.

It has also been reported that the Authority is updating its schedule for the 2016 business plan, and considering accelerating initial service on the Peninsula corridor by five years, with service starting in 2024 rather than in 2029.

3. STATE SENATOR JERRY HILL'S BILL PROPOSES MORE CAP AND TRADE FUNDING FOR TRANSIT OPERATIONS

California's Cap and Trade program is bringing over a billion dollars a year in funding with the intent to reduce carbon emissions. In the current special session of the legislature focusing on infrastructure, Senator Jerry Hill is sponsoring a bill, SBX1-8 that would allocate substantially more Cap and Trade funding for transit capital projects which reduce greenhouse gas emissions, and transit operating funding. The companion bill in the Assembly is ABX1-7 9 (Nazarian, D-Van Nuys). Because the majority of the revenue supporting the Cap and Trade program is derived from transportation fuels, it appears to make sense to use more of the revenue to reduce transportation emissions.

Additional potential operating funding for Caltrain would be particularly helpful. Running more frequent service on Caltrain would help take more cars off the road at rush hour and help more people lead car-light and car-free lifestyles. Caltrain brings in over 60% of revenue from passengers, which is excellent for a service of this type, but that will still leave about \$25 million in public funding needed after electrification.

Respectfully submitted

BARBARA ARIETTA
Chair, San Mateo County Transportation Authority, CAC