

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

MINUTES OF APRIL 4, 2017

MEMBERS PRESENT: A. Chen, J. Fox, P. Haynie, R. Hedges, K. Kuklin, J. Londer, O. O'Neil, S. Scruggs, S. Stamos, W. Warhurst

MEMBERS ABSENT: B. Arietta (Chair), D. Bautista, K. Bond, E. El-Dardiry

STAFF PRESENT: A. Chan, C. Fromson, J. Hurley, N. McKenna, J. Slavitt

Vice Chair John Fox called the meeting to order at 4:30 p.m. and led the Pledge of Allegiance.

APPROVAL OF THE FEBRUARY 28, 2017 MEETING MINUTES

Motion/Second: Londger/Hedges

Ayes: Chen, Haynie, Hedges, Kuklin, Londer, O'Neill, Scruggs, Stamos, Warhurst, Fox

Absent: Arietta, Bautista, Bond, E. El-Dardiry

PUBLIC COMMENT

None

ITEMS FOR REVIEW – APRIL 6, 2017 TA BOARD MEETING

Program Report: Highway 101 Corridor Managed Lanes Project

Leo Scott, Project Manager, reported:

- Background
 - Caltrain Electrification will not fully address projected demand
 - SamTrans is studying express bus service on the Highway 101 corridor
 - Santa Clara Valley Transportation Authority (VTA) is in final design to create a two plus High Occupancy Vehicle (HOV) express lanes from south of Interstate 85 to the San Mateo County line
 - San Francisco County Transportation Authority is studying an extension of the 101 managed lanes into San Francisco
 - MTC is planning to improve and increase Park and Ride lots
- The problem
 - Jobs, housing and population continue to grow throughout the corridor
 - Vehicle trip demand is projected to grow 4 to 7 percent by 2020
 - Travel-time in congestion is two times longer than in free flow conditions
 - Congestion is bad in both directions during commute hours
 - Carpools and buses are delayed by the congestion so there is limited incentive to share a ride
 - Cars leave the freeway, causing congestion on adjacent city streets
 - Travelers can't plan trip time well because travel times vary
 - No single solution to relieve congestion

- A slide of the bottlenecks and congestion back-ups during the morning and evening commutes was shown.
- Project purpose
 - Reduce congestion in the corridor
 - Encourage carpooling and transit use
 - Provide managed lanes for travel-time reliability
 - Minimize operation degradation of general purpose lanes
 - Increase person throughput
 - Apply technology and/or design features to help manage traffic
- Project limits is the end of the county line in the south to Interstate 380.
- Challenges
 - Find a solution quickly
 - Secure public and political support of the project
 - Secure the required funding
 - Minimize environmental impacts
 - Stay within the current right of way
 - Don't make congestion worse in the other lanes
 - Reduce regional car trips using the local street network
 - Build the project as soon as possible
- A large number of environmental studies have started or are starting.
- North of Whipple Avenue there are only general purpose lanes and south of Whipple there is a carpool or HOV lane. The difference is when a HOV lane is implemented there are hours of operation, requirements in terms of who is eligible, points of access and enforcement.
- This study is looking at adding an express lane. An express lane adds two features to an HOV lane, charges a toll to non-HOV vehicles and it adds a component of operation and maintenance cost.
- The alternatives being study in the project:
 - Alternative 1: No project which gives a baseline upon which all the other alternatives will be measured
 - Alternative 2: Extend current HOV lane up to Interstate 380 by connecting the auxiliary lanes that exist today and converting the interior median lane into an HOV lane
 - Alternative 3: Convert the existing median lane to an express lane
 - Alternative 4: This is much like alternative 2, but after auxiliary lanes are connected the interior lane is converted to an express lane.
- Preliminary design considerations are auxiliary lane replacement, right of way impacts, environmentally sensitive areas and relocation of existing sound walls.
- Slides of the four alternatives were shown.
- Measures of effectiveness/screening criteria for the alternatives
 - Vehicle hours of delay
 - Change in travel times
 - Person throughput
 - Vehicle miles traveled
- Public engagement schedule:
 - Scoping meeting was held on October 27, 2016 at San Mateo City Hall
 - January through March 2017 outreach to city staffs
 - March 9, 2017 presentation to city managers

- May 31, 2017 community meeting at San Mateo City Hall
- June 5, 2017 community meeting at Redwood City City Hall

Rich Hedges said he used to use the express buses and at the time suggested doubling the fares. He supports High Occupancy Toll (HOT) lanes, but people abuse them. Mr. Hedges said he participated in the California Road Charge Program that monitored his travel patterns and was very supportive of this, especially with electric cars.

Shaunda Scruggs asked if no project means nothing is done at all or no building. Mr. Scott said in environmental process no project means do nothing.

Pamela Haynie asked if there is any concern with auxiliary lanes and people getting off and on the freeway and causing an accident. Mr. Scott said auxiliary lanes facilitate cars getting off and on the freeway. It allows cars to get out of the main flow of traffic to get off the freeway and allows for acceleration to get on the freeway.

Vice Chair Fox said the value of express lanes would be good for buses, but the issue may be getting off and on. Mr. Scott said lanes would be skipped striped so cars can get in and out of the express lane.

William Warhurst asked if the website has information on the project and is there anything published about the decision on the four alternatives. Mr. Scott said there are some on comments on the alternatives, but no decisions.

Mr. Warhurst said license plate readers would be good to have, but need to have a way to sort out wrong license plates. Mr. Scott said license plate recognition is improving and the failure rate on the bridge is less than 8 percent.

Steve Stamos asked if the environmental assessment covers both HOV and HOT lanes. Mr. Scott said yes.

Vice Chair Fox said public acceptance of these programs is part of the challenge.

An Chen asked who bears the cost of FastTrak. Mr. Scott said transponders are free and can be turned in for the new switchable tag type.

Ms. Chen said if the express lanes in Livermore are looked at what is the one thing that should be done that wasn't done over there. Mr. Scott said the challenges in this corridor is limited right of way.

Jeff Londer said flexibility is key and the auxiliary lanes need to be through lanes. He doesn't like HOT lanes as not everyone can afford them.

Joe Hurley, Director, TA Program, said staff has been speaking to people statewide and all across the country in terms of the managed lane and environmental justice is an issue that keeps coming up. One of the things being done in Los Angeles is subsidies for the transit express bus fare for economically challenged individuals.

Reprogram and Allocate \$1,250,000 of Measure A Funds to Support Environmental Review and Construction of the Highway 1 Mid-Coast Congestion and Safety Improvements Project

Joe Hurley, Director, TA Program, said at the request of San Mateo County, the project sponsor, the Board programmed \$1.5 million for the planning, environmental and design phase of the project. He said upon the completion of the preliminary planning study there were a number of alternatives along the seven-mile stretch of the mid-coast of San Mateo County that looked to make safety improvements for pedestrians crossing Highway 1 and congestion relief components for motorists travelling along Highway 1. Mr. Hurley said there was a whole array of solutions that were developed, including raised medians, crosswalks with flashing beacons, left turn pockets, signalized intersections, and acceleration and deceleration lanes. He said as part of this effort there was extensive public outreach to the communities to solicit their input to understand what was important to them. Through the process there was pushback on some of the alternatives, but there was broad consensus on improvements at Gray Whale Cove just south of Tom Lantos Tunnel. Mr. Hurley said this is an area that experiences a lot of activity to beach access and trail heads along the coast. He said with this specific location the smaller scope afforded staff the opportunity to do a Permit Engineering Evaluation Report (PEER). This is something the California State Department of Transportation allows for smaller projects that are not complicated and can be quickly implemented. Mr. Hurley said by being able to use the PEER process it will save time and money. Staff would like to move forward with the PEER process, fund it and make the savings available for the construction phase of the project. There will be \$650,000 savings from the initial allocation.

Motion/Second: Hedges/Kuklin

Ayes: Chen, Haynie, Hedges, Kuklin, Londer, O'Neill, Scruggs, Stamos, Warhurst, Fox
Absent: Arietta, Bautista, Bond, El-Dardiry

Programming and Allocation of \$43,827,600 in Caltrain Program Category Funds for the Peninsula Corridor Electrification Project

April Chan, Chief Officer, said this action is to redirect funding from the South San Francisco Station Project (Project) and reprogram and allocate to the electrification program to ensure the program will be eligible for the FTA Core Capacity Funds. She said this action was supposed to come before the Board in March, but staff wanted to make sure that Metropolitan Transportation Commission (MTC) had programmed the funding to the Project before proceeding. The funding plan for the electrification program includes about \$350 million of FTA formula funding. MTC had programmed Section 5337 funds for the replacement of the diesel fleet to EMUs. Ms. Chan said FTA said 5337 funds cannot be programmed for this purpose and in order to comply and make sure the project was eligible for the FTA Core Capacity funding staff worked with MTC. MTC said a total of \$43 million that needs to be reprogrammed. Ms. Chan said what this action will do is redirect a total of \$38 million from the Project and allocate to the electrification program. She said MTC would program \$38 million to the Project and the remaining \$5 million would be a fund swap with MTC.

Ms. Haynie said the South San Francisco Caltrain Station is horrible. This is two months now funds are being swapped from South San Francisco for electrification, but how does staff know these funds will be there. Ms. Chan said originally this was going to the March Board meeting and was pulled. Staff wanted to make sure MTC took action to reprogram the full \$38 million for the South San Francisco Station Project and once that was in place the full funding will be in place and can go out and bid the project.

Mr. Hedges said he is very supportive of South San Francisco Station Project and the city is doing a lot of housing around the station.

Ms. Chan said this is FTA formula funding that is in MTC's jurisdiction to program for projects.

Vice Chair Fox asked if this hiccup in the Federal approval didn't occur for the money to electrify Caltrain would this swap and reallocation of funding be necessary right now. Ms. Chan said yes because according to FTA for Caltrain to be eligible to receive the \$647 million any of the FTA 5337 funds need to be taken out for the project.

Motion/Second: Hedges/Londer

Ayes: Chen, Haynie, Hedges, Kuklin, Londer, O'Neill, Scruggs, Stamos, Warhurst, Fox

Absent: Arietta, Bautista, Bond, El-Dardiry

Approve Extending the Deadline for the City of San Carlos to Secure Remaining Funds for the Highway 101/Holly Street Pedestrian and Bicycle Overcrossing Project

Mr. Slavit said during last call for projects the Board allocated funds to the Highway 101/Holly Street Pedestrian and Bicycle Overcrossing Project in the amount of \$1 million. The project didn't secure all the funding it needed to deliver the construction phase. The Board gave the City a year to secure the additional funds. The City got one grant, but has asked for an additional year to get the funds. This will be addressed at their May council meeting. This project has a lot of public support and is being proposed to be implemented with a big cost savings by doing both projects as one construction project.

Ms. Scruggs asked if there is an expiration on the funds the City has already secured. Mr. Slavit said yes, the TA funds and that is why they asked for the extension.

Mr. Stamos asked if this is the first time the City is asking and if staff has received this type of request before. Mr. Slavit said yes and this is rather a unique request.

Mr. Stamos asked if any other cities are looking at building these type of overcrossings. Mr. Slavit said yes.

Mr. Londer said the project is still 50 percent short and will this be a one-time extension. Mr. Slavit said if the City comes back there would be significant problems not just with the bicycle and pedestrian overcrossing, but with their highway interchange project.

Motion/Second: Stamos/Hedges

Ayes: Chen, Haynie, Hedges, Kuklin, Londer, O'Neill, Scruggs, Stamos, Warhurst, Fox

Absent: Arietta, Bautista, Bond, El-Dardiry

Statement of Revenues and Expenses

Motion/Second: Warhurst/Hedges

Ayes: Chen, Haynie, Hedges, Kuklin, Londer, O'Neill, Scruggs, Stamos, Warhurst, Fox

Absent: Arietta, Bautista, Bond, El-Dardiry

Update on State and Federal Legislative Program

Casey Fromson, Director, Government and Community Affairs, provided the following update:

Federal

- The president released a skinny budget that provides some indications of the administration's priorities. There has been a lot of push back from the transportation world because of the severely reduced funding for the Capital Investment Grant Program.
- The transportation bill is moving forward. Caltrain is a key project in the House and Senate bill transportation program.
- A full budget is expected to be released in the May timeframe
- The FY2017 appropriations could provide some guidance for what Congress may expect. April 28 is the key date for the FY2017 appropriations.

State

The governor and the leaders of the Senate and Assembly have negotiated a transportation package that they are now aggressively seeking votes for. This package would provide funding for local roads and highways. A vote is expected in both chambers on April 6.

Approval of Minutes of March 2, 2017

No discussion.

REPORT OF THE CHAIR – BARBARA ARIETTA

Vice Chair Fox said he encouraged people to do some outreach to recruit people for the CAC. He sends his best wishes to Chair Barbara Arietta.

REPORT FROM STAFF – JOE HURLEY

Mr. Hurley said:

- The 101/Broadway Interchange Reconstruction Project is nearing completion. This \$97.5 million project, funded with nearly \$70 million in Measure A funds, began construction in September 2014. Mid- April the new southbound and northbound on ramps are scheduled to be opened to traffic. This will conclude the major traffic shifts associated with the project. Remaining construction activities include completing utility relocation, constructing final access to businesses on the east side of 101, and landscaping. The TA staff, California State Department of Transportation, city of Burlingame and the contractor are developing an event in September to celebrate the completion of the project.

- Community meetings have been scheduled to discuss the proposed 101/Peninsula Avenue Interchange Project. The project, sponsored by the city of San Mateo, proposes to add southbound on- and off-ramps at Peninsula Avenue. Because of the proximity of the project to and the strong interest from Burlingame, there will be a meeting in each jurisdiction. The intent of these meetings is to solicit input from the communities regarding issues and concerns that should be explored and addressed during the environmental process. The meetings will be held in San Mateo on May 3 and in Burlingame on May 16.
- Staff is requesting a 2- to 3-month postponement of the semi-annual Measure A fund balance report that normally would have been submitted. Staff is taking a comprehensive look at all allocations and expenditures from previous and current sales tax measure. Expect this analysis will take several weeks to complete, which will make the completed and updated report available to the Board for either the June or July meeting.
- During the past month there have been two pre-construction meetings. On March 9 was the Route 92/El Camino Real Project and on March 22 was the Highway 101/Willow Interchange Project.
- Visited with Chair Barbara Arietta and doing okay. She misses the CAC and anxious to get back.

Mr. Hedges asked the status of the Highway 101/Woodside Road/Veterans Boulevard project. Mr. Hurley said environmental document was certified by the California State Department of Transportation in December and is about to embark on the design phase.

Karen Kuklin asked if Highway 101 will be repaved in Burlingame. Mr. Hurley said just at the on ramps.

MEMBER COMMENTS/REQUESTS

Mr. Stamos said there will be a High Speed Rail meeting on Tuesday, April 11 in Mountain View.

DATE, TIME AND PLACE OF NEXT MEETING

Tuesday, May 2, 2017 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

Adjourned at 5:55 p.m.