

2015 TAC Roster and Attendance								
No.	Member	Agency	Jan	Feb	Apr	Jun	Aug	Sep
1	Jim Porter (Co-Chair)	San Mateo County Engineering	x	x	x	x	x	
2	Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	x	x	x		x	x
3	Afshin Oskoui	Belmont Engineering	x	x	x		x	x
4	Randy Breault	Brisbane Engineering	x		x	x	x	x
5	Syed Murtuza	Burlingame Engineering	x	x	x	x	x	x
6	Bill Meeker	Burlingame Planning						
7	VACANT	Caltrans						
8	Sandy Wong	C/CAG	x	x	x	x	x	x
9	Brad Donohue	Colma Engineering	x	x	x		x	x
10	John Fuller	Daly City Engineering		x	x	x	x	x
11	Tatum Mothershead	Daly City Planning	x	x		x		x
12	Mo Sharma	Half Moon Bay Engineering		x	x	x	x	x
13	Paul Willis	Hillsborough Engineering	x	x	x	x	x	x
14	Jeff Moneda	Foster City Engineering	x		x		x	x
15	Van Ocampo	Pacifica Engineering	x	x		x		x
16	Jessica Manzi	Redwood City Engineering	x			x	x	x
17	Jimmy Tan	San Bruno Engineering	x	x		x	x	
18	Jay Walter	San Carlos Engineering	x	x		x	x	
19	Brad Underwood	San Mateo Engineering	x	x	x	x	x	x
20	Brian McMinn	South San Francisco Engineering		x	x	x	x	x
21	Billy Gross	South San Francisco Planning	x		x	x	x	x
22	Paul Nagengast	Woodside Engineering	x			x		
23	Kenneth Folan	MTC						

# **CONGESTION MANAGEMENT PROGRAM (CMP) TECHNICAL ADVISORY COMMITTEE (TAC)**

**September 17, 2015**

## **MINUTES**

The meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices located at 1250 San Carlos Avenue, 2<sup>nd</sup> Floor Auditorium, San Carlos, CA. Co-chair Hurley called the meeting to order at 1:15 p.m. on Thursday, September 17, 2015.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Joel Slavitt – SMCTA; Grace Le – City of San Carlos; Jean Higaki, John Hoang – C/CAG; Steve Taylor – CoPlan; and other attendees not noted.

**1. Public comment on items not on the agenda.**

None.

**2. Issues from the last C/CAG Board meeting.**

As shown on the agenda.

**3. Approval of the Minutes from August 20, 2015.**

Approved.

**4. Measure A 2015 Highway Program Call for Projects**

Joel Slavitt, SMCTA Manager, presented an overview on Measure A 2015 Highway Program Call for Projects including program overview, process, evaluation criteria, project proposals, highway CIP context, and next steps. There were up to \$125 million available for programming and allocation. Evaluation criteria included: Need, Effectiveness, Readiness, Funding Leverage, and Sustainability & Policy Consistency. Eleven applications were received from 9 sponsors requesting \$158 million with \$117 million eligible requests for the FY16 and FY17 timeframe. Project types include 6 freeway interchanges, 2 freeway mainline projects, and 3 arterial projects. Projects were scored and placed into 3 tiers with corresponding eligible request amounts: Tier I - \$93.97M, Tier II - \$22.05M, and Tier III – \$1.91M. It is anticipated that the TA Board will approve the projects in the October.

Member McMinn asked whether the Expenditure Plan gets revisited during the life of the current Measure A. Response was that the only reason to revisit was if there were significant changes to the Plan and if that was the case, would need to go back to the voters for approval of the change. Member Murtuza added that there is a Strategic Plan that gets updated every 5 years.

**5. Review and recommend approval of the Draft 2015 Congestion Management Program (CMP) and Monitoring Report**

John Hoang presented a summary of the draft 2015 CMP and results of the monitoring effort. Updated every two years, the document contains information on level of service for the CMP roadway network and intersections, trip reduction/travel demand management elements, land use guideline, traffic impact analysis guidelines, updated deficiency plan (Congestion Relief Plan), transit ridership, as well as the monitoring results for LOS and travel times surveys for auto and transit between the county lines. Steve Taylor, consultant for C/CAG, presented

details of the LOS and monitoring process, including the utilization of private sector data INRIX for travel speeds for calculation of LOS. The final 2015 CMP will be presented to the TAC in November for final recommendations.

Member Sharma asks whether there are implications if LOS is below the standards for a particular roadway and whether it impacts the money cities can receive. Response was that the C/CAG Congestion Relief Plan alleviates the individual cities for being responsible for addressing specific roadway deficiencies; instead, deficiencies are addressed on a countywide basis through project implemented through the Congestion Relief Plan. Member Oskoui inquired as to whether land use development project with potential impacts on interchanges defers back to the CMP. Response was that individual land use projects are required to follow the Land Use Impact Analysis to mitigate impacts if the project generates more than 100 peak hour trips. Co-chair Hurley noted that the exemption for interregional traffic does not reflect the reality that the congestion is getting worst.

#### **6. Review and recommend approval of the Draft 2016 State Transportation Improvement Program (STIP) for San Mateo County**

Jean Higaki presented the 2016 STIP and highlighted changes from the 2014 STIP that included moving the Willow Interchange from FY 17/18 to FY 16/17; moving the Calera Parkway project from FY 16/17 to FY 17/18; moving the Countywide ITS design and construction phases out by one year to FY 17/18 and FY 18/19; and deleting funds from the construction phase of SR 92/US 101 and moving the funds to the new US 101 HOV/Express land project from SC County line to I-380.

Member Murtuza asked about the process to submit projects into the STIP. Response was that there was no process this time because there was no additional money available; however, typically, C/CAG would work with the TA to identify projects that are coming forward and determine if there are opportunities to partner and fund the projects. Also, projects have to be at a certain point before being allowed on the STIP. Murtuza recommends that for next round of updating the STIP, the TAC should be provided an update of any projects that have reached certain milestones to qualify to be placed in the STIP.

#### **7. Review and recommend approval of the Measure M Fiscal Year 2014-15 Annual Performance Report**

John Hoang presented the Measure M summary report including revenue and expenditure, allocations to the jurisdictions for local streets/roads, and allocations to the countywide programs which includes Transit Operations/Senior Mobility, Intelligent Transportation System/Smart Corridor, Safe Routes to School, and NPDES/Municipal Regional Permit.

Member Oskoui asked whether percentages assigned to the various countywide programs, for example the ITS category, will stay the same going forward or can it be adjusted. Response was that the percentage splits are established for each 5-year implementation period and there is flexibility to make adjustments when developing the next 5-year plan. Member Murtuza expressed concerns about the NPDES/MRP 2.0 and green infrastructure planning and would like staff to focus on adjusting percentages (e.g., Smart corridor and SRTS) and reallocate funds to green infrastructure to comply with MRP requirements. Member McMinn asked that staff should look at how to reallocate the reserves from the administration in the next Implementation Plan development. Member Underwood inquired about whether the balances shown for each of the countywide programs are unencumbered or unexpended balance. Member Oskoui also asked for clarification about the balance and whether remaining funds can

be shifted. Response was that for certain category such as local streets/roads, allocations are committed and will go to the cities. For other categories such as ITS which will have a balance at the end of the 5 years, those funds may be reallocated. Staff will take the all suggestions into consideration during the development of the next 5-year implementation plan.

## **8. Regional Project and Funding Information**

Jean Higaki reported that there was no regional meeting this month. There are no San Mateo County jurisdictions listed on the Inactive Project list. Cities need to keep PMP certifications current. OBAG 2 requirements for complete streets include the need for cities to revise the circulation element of the general plan or provide a resolution that pass MTC staff review. CalRecycle currently has a rubberized pavement grant.

## **9. Executive Director Report**

Sandy Wong , C/CAG Executive Director, and Co-chair Hurley jointly reported on their participation in a meeting to address traffic congestion along the US-101 corridor. The meeting, Chaired by Assemblyman Mullin, was attended by MTC, Caltrans, C/CAG, TA, Caltrain, public members, as well as major employers along the corridor including Google, Facebook, Genentech, Apple, and Oracle. These employers have put out a request to the public sector to define a project scope for a continuous HOV/HOT along 101 corridor to be implemented within 5 years. The group decided to meet regularly on a quarterly basis. In addition, C/CAG and the TA is working with Caltrans to address travel demand forecasting and engineering studies and analyzing various alternatives. Other topics TAC members suggested for discussion include addressing impacts on local streets due to conversion of general purpose lanes, public/private partnership, and environmental review process.

Wong informed the TAC that as a result of Supervisor Pine's proposal of a countywide water agency, the ad-hoc committee was formed and the outcome of the discussion was a recommendation to the C/CAG board to form a more permanent committee.

ABAG and MTC are in discussion regarding the proposal to move the ABAG planning section to MTC.

At the last TAC meeting, as part of presentation made by Measure A, this committee had generated ideas of looking into a possible Traffic Impact Fee. Staff received volunteers from this committee for the ad-hoc meeting. First meeting is scheduled after this meeting.

## **10. Member Reports**

Member McMinn reported that Daly City, South San Francisco and County Office of Sustainability received ATP grant funds.

Co-chair Hurley reported that there was an incident on the Broadway I/C construction project a couple of weeks ago and wanted to recognize the professional collaboration between Caltrans, CHP and PGE in term of dealing with the situation. In addition, some of the ITS equipment installed that were operational were utilized to help manage the resulting traffic congestion.

Meeting adjourned at 2:45 p.m.