

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park  
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

**1:15 p.m., Thursday, July 18, 2013**  
**San Mateo County Transit District Office<sup>1</sup>**  
**1250 San Carlos Avenue, 2<sup>nd</sup> Floor Auditorium**  
**San Carlos, California**

### TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

- |   |                                     |              |
|---|-------------------------------------|--------------|
| 1. Public comment on items not on the Agenda (presentations are customarily limited to 3 minutes).  | Porter/Hurley                       | No materials |
| 2. Issues from the last C/CAG Board meeting (June 2013): <ul style="list-style-type: none"><li>• Approved – Agreement with EOA for \$2,689,602 to provide Countywide Stormwater Pollution Prevention technical services</li><li>• Approved – Agreement with BAAQMD for \$1,063,526.42 for FYE 2014 TFCA Program Manager funding</li><li>• Approved – Agreement with Alliance for \$445,000 for the FY 2013/14 TFCA funded Countywide Voluntary Trip Reduction Program</li><li>• Approved – Agreement with SamTrans for \$566,000 for the FY 2013/14 TFCA funded Shuttle Program</li><li>• Approved – Agreement with Alliance for \$510,000 for the FY 2013/14 CRP funded Countywide Voluntary Trip Reduction Program</li><li>• Approved – Agreement with JPB for \$398,010 for construction of the Smart Corridor segment at the San Bruno Grade Separation project</li><li>• Approved – Measure M FY 2012-13 Annual Performance Report</li><li>• Approved – Agreement with SamTrans for \$1.4M from Measure M for FY 13/14 &amp; FY 14/15 to provide Senior Mobility services</li><li>• Approved – Agreement with County Office of Education for \$2,992,000 for FY 13/14 thru FY 15/16 for the Safe Routes to School Program</li><li>• Adopted – C/CAG FY 2013/14 Program Budget and Fees</li></ul> | Hoang                               | No materials |
| 3. Approval of the Minutes from May 16, 2013  | Hoang                               | Page 1-2     |
| 4. El Camino Real Improvements (Information)  | Taubeneck/<br>Nozzari<br>(Caltrans) | No materials |
| 5. San Mateo County TA Measure A Grade Separation Program (Information)   | Chan (TA)                           | Page 3-4     |
| 6. Feasibility Study at the 101/92 Interchange Area (Information)   | Bowman (KAI)                        | No materials |
| 7. Draft 2014 STIP Development (Action)   | Higaki                              | Page 5-7     |
| 8. Regional Project and Funding Information (Information)   | Higaki                              | No materials |
| 9. Executive Director Report  | Wong                                | No materials |
| 10. Member Reports  | All                                 |              |

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<sup>1</sup> For public transit access use SamTrans Bus lines 260, 295, 390, 391, KX or take CalTrain to the San Carlos Station and walk two blocks up San Carlos Avenue. Driving directions: From Route 101 take the Holly Street (west) exit. Two blocks past El Camino Real go left on Walnut. The entrance to the parking lot is at the end of the block on the left, immediately before the ramp that goes under the building. Enter the parking lot by driving between the buildings and making a left into the elevated lot. Follow the signs up to the levels for public parking.

<b>2013 TAC Roster and Attendance</b>				
<b>Member</b>	<b>Agency</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>
Jim Porter (Co-Chair)	San Mateo County Engineering	x	x	
Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	x	x	x
Afshin Oskoui	Belmont Engineering	x	x	x
Randy Breault	Brisbane Engineering	x	x	x
Syed Murtuza	Burlingame Engineering	x	x	x
Bill Meeker	Burlingame Planning			
Lee Taubeneck	Caltrans		x	x
Sandy Wong	C/CAG	x	x	x
Robert Ovadia	Daly City Engineering	x	x	x
Tatum Mothershead	Daly City Planning	x	x	x
Brad Underwood	Foster City Engineering	n/a	n/a	x
Mo Sharma	Half Moon Bay Engineering	x	x	
Paul Willis	Hillsborough Engineering	n/a	n/a	x
Chip Taylor	Menlo Park Engineering	x	x	x
Van Ocampo	Pacifica Engineering	x	x	x
Shobuz Ikbal	Redwood City Engineering	x	x	x
Klara Fabry	San Bruno Engineering		x	x
Jay Walter	San Carlos Engineering	x	x	x
Larry Patterson	San Mateo Engineering		x	x
Steve Monowitz	San Mateo County Planning			
Brian McMinn	South San Francisco Engineering	x	x	x
Gerry Beaudin	South San Francisco Planning	x	x	x
Paul Nagengast	Woodside Engineering	x	x	x
Kenneth Folan	MTC			

**TECHNICAL ADVISORY COMMITTEE (TAC)  
FOR THE  
CONGESTION MANAGEMENT PROGRAM (CMP)**

**May 16, 2013  
MINUTES**

The meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 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, May 16, 2013.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Jim Bigelow, C/CAG CMEQ; Ronnie Kraft – SamTrans; Jean Higaki – C/CAG; John Hoang – C/CAG; and others

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

None.

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

As noted on Agenda. Co-Chair Hurley welcomed new TAC members Brad Underwood and Paul Willis.

**3. Approval of the Minutes from April 18, 2013.**

Approved.

**4. Review and Recommend Approval of the Measure M Fiscal Year 2012-13 Annual Performance Report**

John Hoang presented the Annual Performance Report providing revenue and expenditures of the various Measure M programs including Local Streets and Roads, Transit/Senior Mobility, ITS/Smart Corridor, Safe Routes to School, and NPDES/MRP. For the Redi-Wheels program, it was suggested that staff also look at the overall program cost breakdown to determine other factors contributing to the fluctuation in cost per rider.

**5. Initial draft, assumptions, and input on the C/CAG 2013-14 Program Budget and Fees**

Sandy Wong, Executive Director, presented on the draft FY 2013/14 budget and fees including the management of 10 separate funds. A clarification was made that “administrative” category applies to the Director and Assistance and “professional” applies to the majority of the remaining staff including contract staff. C/CAG’s member fees have stayed flat over the past several years and will stay the same this year but will be increasing about 5% next year. Fees are based on population figures provided by the State of California.

**6. Provide comments and input on Highway Relinquishment Study for SR 82 El Camino Real/Mission Street**

Sandy Wong presented on a planned study by MTC, VTA (Valley Transportation Authority), and C/CAG on the relinquishment of El Camino Real. The project would be funded by MTC. Discussions and comments were as follows:

- Relinquishment of ECR would need to consider terminus points especially the segment located north of I-380 extending to San Jose Avenue in Daly City and the connection with I-280.

- Roadway maintenance and operation functions along the corridor need to be coordinated and be consistent between individual cities located along ECR to maintain continuity.
- Operational changes may occur if ECR is relinquished and additional operations/maintenance funds specifically for the relinquished segments of ECR will need to be identified.
- There needs to be an evaluation of safety issues including required ADA upgrades as well as drainage and other infrastructure. A condition assessment of ECR needs to be performed to address the existing infrastructure and safety issues.
- If not already included in the proposed study, there needs to be an evaluation of cost and capacities of cities to take on operations and maintenance of ECR.
- There needs to be more discussion within the respective cities between elected officials and staff to determine individual city's position with regards to the relinquishment concept. Elected officials representing cities on the GBI may be different than officials on the C/CAG Board therefore councils as a whole may not be as informed as they should be as well as engaging with city staff.
- There is still a question as to whether all cities are in agreement with the GBI concept.
- The character of ECR may change if it is no longer considered a state highway, especially if the complete streets concept is implemented resulting in potentially reduced number of lanes and changes to functionality.
- Caltrans has made improvements on ECR and can make a presentation to the TAC at a future meeting.
- GBI is currently performing four different pilot projects with four cities and also include participation by Caltrans. It was suggested that the C/CAG wait for the completion of the pilot projects and findings before considering the next steps.

The TAC motioned to: 1) develop a plan to identify potential changes to ECR if GBI concepts are incorporated and have each respective city adopt the plan, and 2) perform an evaluation of the relinquishment of ECR after an adoption of the plan indicated in item No. 1.

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

Jean Higaki indicated that the OBAG project list was approved therefore cities need to plan to have resolution of local support in a timely manner. The ramp metering project on US-101 north of SR 92 is current ongoing. Higaki provided handouts of inactive projects and HSIP Cycle 6 application information as well as proposed changes to TDA Article 3. PCA information and workshops are currently available.

Co-chair Hurley reminded members that there will not be a June TAC meeting since there will be a Bay Bridge Tour that day. C/CAG staff will send out an e-mail reminder to TAC members signed up for the tour.

## **8. Executive Director Report**

None.

## **9. Member Reports**

None.

Meeting ended at 2:30 p.m.

# C/CAG AGENDA REPORT

**Date:** July 18, 2013

**To:** Technical Advisory Committee (TAC)

**From:** April Chan,  
San Mateo County Transportation Authority

**Subject:** Informational item on San Mateo County Transportation Authority (TA)  
Measure A Grade Separation Program

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## **RECOMMENDATION**

No action is required. The TAC will receive an informational item from San Mateo County Transportation Authority (TA) staff on the Measure A Grade Separation Program.

## **SOURCE OF FUNDS**

Not applicable.

## **BACKGROUND/DISCUSSION**

The TA New Measure A Grade Separation Program provides 15 percent of the Transportation Expenditure Plan receipts to eligible projects that eliminate at-grade railroad crossings. The New Measure A Grade Separation Program is projected to have approximately \$200 million (in 2004\$) that can be made available to eligible projects. The purpose of the Grade Separation Program is to construct or upgrade grade separations along the Caltrain and Dumbarton rail lines in San Mateo County to improve safety and relieve local traffic congestion.

At its April 4, 2013 meeting, the TA Board of Directors approved a set of guiding principles to help manage the project selection process for the Grade Separation Program. The approved guiding principles are provided below:

### **I. FUNDING**

Approximately \$200 million is estimated to remain in the New Measure A Grade Separation Program:

- Allocate at least 80 percent of remaining funds for project construction.
- Allocate up to 20 percent of remaining funds for pre-construction activities with at least 10 percent for design

### **II. PROGRAMMING AND ALLOCATION**

- Program and allocate funds to separate project phases:
  - Planning – Study project alternatives and develop cost estimates for different

options, including at least one that is consistent with the Caltrain/High-speed Rail Blended System.

- Preliminary Engineering/Environmental Assessment – Complete necessary State and/or Federal environmental assessment for the project; project must have (a) City Council approval to move forward, and (b) Caltrain concurrence with the selected project alternative.
  - Design – Complete final design in close coordination with Caltrain to ensure railroad design standards are met and complete value engineering; project must have (a) City Council approval to proceed, and (b) Caltrain concurrence with the selected project alternative.
  - Construction - Project must have full funding plan; construction must be done by Caltrain; project must have (a) City Council approval and (b) demonstrated local community support to proceed.
- Measure A funds will only be allocated to a particular phase when project sponsor demonstrates an earlier phase has been satisfactorily completed.

### **III. PROJECT SELECTION PROCESS**

- In general, evaluation criteria should consider:
  - Project's ability to improve safety and relieve local traffic congestion at the crossing
  - Project's ability to improve railroad's operational flexibility
  - Project readiness
  - Project effectiveness
  - Geographic equity
  - Extent project can support economic development
  - Funding leverage
- Project must be supported by Caltrain, and project sponsor must include Caltrain as a project partner early in the planning process.

A subcommittee of the TA Board subsequently convened and approved a set of evaluation criteria to help guide the selection of projects during the first round of project solicitation. TA staff will provide an update on these evaluation criteria at the July 18, 2013 CCAG TAC meeting.

# C/CAG AGENDA REPORT

**Date:** July 18, 2013

**To:** Congestion Management Technical Advisory Committee (TAC)

**From:** Jean Higaki

**Subject:** Review and recommend approval of the Draft 2014 State Transportation Improvement Program (STIP) for San Mateo County.

(For further information or questions contact Sandy Wong at 599-1409 or Jean Higaki at 599-1462)

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## **RECOMMENDATION**

That the Congestion Management Technical Advisory Committee (TAC) review and recommend approval of the Draft 2014 State Transportation Improvement Program (STIP) for San Mateo County.

## **FISCAL IMPACT**

No impact to the direct C/CAG budget.

## **SOURCE OF FUNDS**

The 2014 State Transportation Improvement Program (STIP) fund will come from State and Federal fund sources.

## **BACKGROUND/DISCUSSION**

C/CAG is the designated agency responsible to develop the regional share of the State Transportation Improvement Program (STIP) for San Mateo County. STIP candidate projects must be consistent with the Regional Transportation Plan as well as the County's Congestion Management Plan. In addition, projects must have an approved Project Study Report (PSR).

The STIP is a five-year document adopted every two years that displays commitments of transportation funds for improving highway, transit, and other transportation systems. On June 11, 2013, Caltrans presented the draft STIP Fund Estimates for the five-year STIP period (FY 2014/15 through FY 2018/19) to the California Transportation Commission (CTC). The CTC is expected to adopt this estimate at their August 6, 2013 meeting.

The adopted 2012 STIP covered the period between FY 2012/13 through 2016/17. Funds previously programmed for highway and transit projects as adopted in the 2012 STIP are

still committed.

It is expected that San Mateo County will be able to program approximately \$18.2 mil in FY 17/18 and FY 18/19. Although counties/regions can request to program these new funds in the earlier years, the CTC will likely only allow programming of new funds in the outer two years of the five-year cycle.

Staff collaborated with the San Mateo County Transportation Authority (SMCTA) and Caltrans staff and recommends the Proposed Draft 2014 STIP as attached. Here are some highlights:

1. Construction phase funds for the Willow Interchange have been moved to FY 17/18 to match the project schedule.
2. Construction phase funds for the SR 1 Calera Parkway project have been moved to FY 15/16 to match the project schedule.
3. Design phase and Construction phase funds for the Countywide Intelligent Transportation Systems (ITS) project were moved out by one year to FY 15/16 and FY 16/17 respectively.
4. Construction phase funds have been added to the improvement of the SR 92/ US 101 interchange, a regionally significant project, in an effort to compete for state Interregional Transportation Improvement Program (ITIP) funds, and to leverage potential funds from Federal, State, and other sources.
5. Per Draft CTC STIP Guidelines, (Transportation Enhancement) TE Reserve is no longer allowed.

Upon approval by the C/CAG Board, the Proposed 2014 STIP for San Mateo County will be forwarded to the Metropolitan Transportation Commission (MTC) for inclusion in the Bay Area regional STIP proposal. If approved by the MTC as scheduled in December 2013, the proposal will be forwarded to the California Transportation Commission (CTC) for approval in March 2014. During the coming months, it is anticipated Bay Area-wide and statewide negotiations will take place regarding the exact amount of funds available for each county in each fiscal year.

### **ATTACHMENT**

- Proposed Draft Summary of 2014 STIP for San Mateo County



## SUMMARY of PROPOSED 2014 STIP FOR SAN MATEO COUNTY

(\$1,000's)

Lead Agency	Rte	PPNO	Project	Total	(Info Only) Prior Year	(Info Only) 13-14	14-15	15-16	16-17	17-18	18-19
SMCTA	101	702A	US 101/Broadway Interchange	23,218	4,218	19,000					
SMCTA	101	690A	US 101/Willow interchange reconstruction	28,951	8,480				<del>20,471</del>	20,471	
SMCTA/ Pacifica	1	632C	SR 1 Calera Parkway - Pacifica	6,900			6,900	6,900			
SMCTA/ Pacifica	1	2140H	Hwy 1 San Pedro Creek Bridge Replacement	3,000	3,000						
San Mateo	92/82	668A	Phase 1 of SR 92 Improvement from I-280 to US 101 - Construction of Operational Improvement at the SR 92/El Camino Real Interchange	5,000					5,000		
SM C/CAG	92	668D	Phase 2 of SR 92 Improvement from I-280 to US 101 - <del>Environmental Study for</del> Improvement at the SR 92/US 101 Interchange Vicinity	20,622				<del>2,411</del>	2,411		18,211
SM C/CAG	VAR	2140E	Countywide ITS Project	4,298			800	800	3,498		
SM C/CAG	VAR	2140F	Smart Corridor Segment (TLSP)	10,000	10,000						
SM C/CAG	VAR	2140F/Q	Smart Corridor Segment (STIP) - Segment 3 to Santa Clara county line	1,977	1,977						
			<b>SUBTOTAL - HIGHWAY (2014/15 thru 2018/19):</b>	<b>57,291</b>				7,700	10,909	20,471	18,211
JPB		2140J	CalTrain San Bruno Ave Grade Separation (HSRCSA)	19,203	19,203						
BART		1003J	Daly City BART station improvement, elevator, lighting	900	900						
			<b>SUBTOTAL - PTA ELIGIBLE (2014/15 thru 2018/19):</b>	<b>0</b>							
SM C/CAG		2140L	TE Reserve (County Share)	1,964			1,964				
MTC		2140C	TE Reserve (MTC Share)-ECR Complete Streets	1,991		995	996	1,991			
MTC		2140	Planning, programming, and monitoring	345			64	67	69	72	73
SM C/CAG		2140A	Planning, programming, and monitoring	1,443			355	165	462	231	230
			<b>SUBTOTAL - TE and PLANNING (2014/15 thru 2018/19):</b>	<b>3,779</b>			419	2,223	531	303	303
			<b>Grand Total (2014/15 thru 2018/19):</b>	<b>61,070</b>		19,000	419	9,923	11,440	20,774	18,514