

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

**November 15, 2018  
MINUTES**

The two hundred forty-eight (248th) 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. Vice-Chair Porter called the meeting to order on Thursday, November 15, 2018 at 1:15 p.m.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Betty Seto – DNV GL; April Chan, Joel Slavitt – TA; Jean Higaki, John Hoang, Sara Muse -C/CAG; Sam Bautista – Daly City; Drew – public member; and other attendees not signed in.

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

None.

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

None.

**3. Approval of the Minutes from September 20, 2018.**

Approved.

(Motion) Member Oskoui; (Second) Member Breault

**4. Approval of the Minutes from October 18, 2018.**

Approved.

(Motion) Member Breault; (Second) Member Murtuza

**5. Receive a presentation and provide comments on the US 101 express lanes operator options and associated implementation outreach efforts**

Jean Higaki presented information regarding the selection of an owner operator option between VTA and MTC/BAIFA and outreach efforts associated with the construction of the US 101 express lane. The final decision as to the owner/operator would have to be agreed to by C/CAG and the SMCTA.

Comments and discussion were as follows:

- Questions regarding whether the 2+ HOV option is still under consideration compared with the 3+ HOV would be dealt with at the policy level.
- Question as to how occupancy level would be verified and enforced.
- FasTrak responders will eventually need to be upgraded for users of the express lanes.
- Regarding owner/operator, the bonding capacity of an agency should be considered
- MOU between the respective agencies should be laid out
- Net revenue is anticipated to be 10-20 million
- Consider sharing maintenance cost for asphalt with Caltrans
- There are a lot of questions with no answers and there may not be enough information to make decisions

- Local control needs to consider how risk adverse it would be and identify risk factors
- Locals still need to be involved if going with the MTC/BAIFA option (public comment)
- There will be risks which ever option is chosen
- Going with MTC/BAIFA option will be subject to MTC requirements
- When comparing VTA against MTC, MTC is the larger agency
- MTC has better capacity to bond over CCAG or TA
- If going with MTC, we still need to have a say in what local projects to fund with the net revenue. C/CAG and TA would be still responsible for developing expenditure plans

**6. Receive a presentation the Draft San Mateo County Transportation Programs Climate Impact Report**

John Hoang introduced the item Betty Seto, from DNV-GL, presented the highlights from the report and goals of reducing GHG emissions by implementing SMCTP 2040 strategies for reducing VMT and implementing next steps in the Alternative Fuels Readiness Plan.

Member Breault requested that additional time be provided for cities to review the document. The comment period was extended to December 7<sup>th</sup>.

Public member asked that a broader description of non-motorized include scooter.

**7. Regional Project and Funding Information**

Jean Higaki handed out the November staff report with information on FHWA policy of inactive projects, PMP certification and miscellaneous MTC/CTC/Caltrans federal aid announcements.

**8. Executive Director Report**

Sandy Wong, C/CAG Executive Director, reported that the 101 Managed Lanes Workshop will be held on Friday at 1 p.m.

**9. Member Reports**

Vice-chair Porter reported that the Flood Control Committee is considering and assessment of \$1.4 million annual fees from the cities and County, whereas, the County of San Mateo would contribute half, \$700,000, annually and cities responsible for the remaining \$700K annually over the three-year period.

Meeting adjourned.