AGENDA

BOARD OF DIRECTORS MEETING

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

TELECONFERENCE LOCATION:
Members of the public also may attend the meeting via teleconference at Aston at Papakea Resort, 3543 Lower Honoapiilani Road, Room G202, Lahaina, HI 96761

Amended 7-3-2019

July 11, 2019 – Thursday **5:00 pm**

1) Call to Order/Pledge of Allegiance
2) Roll Call
3) Public Comment For Items Not on the Agenda

   Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.

4) Report of the Citizens Advisory Committee
5) Consent Calendar

   Members of the Board may request that an item under the Consent Calendar be considered separately

   a) Approval of Minutes of the Board of Directors Meeting of June 6, 2019 — MOTION
   b) Acceptance of Statement of Revenues and Expenditures for May 2019 — MOTION

6) Report of the Chair
7) San Mateo County Transit District Liaison Report
8) Joint Powers Board Liaison Report
9) Report of the Executive Director

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

10) Finance

a) Program and Allocate Measure A Funds for the Broadway Burlingame Grade Separation Project — RESOLUTION

11) Program

a) State and Federal Legislative Update and Approval of Legislative Proposals — MOTION

b) TA Strategic Plan 2020-2024 Update — INFORMATIONAL

12) Requests from the Authority

13) Written Communications to the Authority

14) Date/Time of Next Regular Meeting: Thursday, August 1, 2019, 5:00 pm at San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

15) Report of Legal Counsel

Closed Session: Conference with Real Property Negotiators pursuant to Government Code Section 54956.8
Property: 1220 Bayshore Highway Burlingame (APN 026-142-020 and 030) 1200 Bayshore Highway Burlingame (APN 026-142-130)
Agency negotiator: Joan Cassman, Brian Fitzpatrick, and Gary Cardona
Negotiating ~~parties~~party: Paul Sabharwal~~To be determined~~
Under negotiation: Price and terms of payment

16) Adjourn

INFORMATION FOR THE PUBLIC

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the Authority Website at www.smcta.com. Communications to the Board of Directors can be e-mailed to board@smcta.com.

Location, Date and Time of Regular Meetings

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Ave., San Carlos, which is located one block west of the San Carlos Caltrain Station on El Camino Real. The building is also accessible by SamTrans bus routes ECR, FLX, 260, 295 and 398. Additional transit information can be obtained by calling 1-800-660-4287 (TTY 650-508-6448) or 511.

The Transportation Authority (TA) meets regularly on the first Thursday of the month at 5 p.m. The TA Citizens Advisory Committee (CAC) meets regularly on the Tuesday prior to the first Thursday of the month at 4:30 p.m. at the San Mateo County Transit District Administrative Building.

Public Comment

If you wish to address the Board, please fill out a speaker's card located on the agenda table. If you have anything that you wish distributed to the Board and included for the official record, please hand it to the Authority Secretary, who will distribute the information to the Board members and staff.

Members of the public may address the Board on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to one minute and items raised that require a response will be deferred for staff reply.

Accessibility for Individuals with Disabilities

Upon request, the TA will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the Authority Secretary at the San Mateo County Transportation Authority, 1250 San Carlos Avenue, San Carlos, CA 94070-1306 or emailed to board@smcta.com; or by phone at 650-508-6279, or TTY 650-508-6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

Draft

AGENDA ITEM #5 (a)
JULY 11, 2019

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070
MINUTES OF JUNE 6, 2019

MEMBERS PRESENT: D. Horsley (Chair), E. Beach (Vice Chair), M. Freschet, C. Groom, K. Matsumoto, C. Romero (arrived 5:07 pm)

MEMBERS ABSENT: R. Medina

STAFF PRESENT: J. Hartnett, C. Mau, A. Chan, C. Fromson, D. Hansel, J. Hurley, J. Cassman, J. Brook, D. Seamans

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Don Horsley called the meeting to order at 5:03 pm and led the Pledge of Allegiance.

ROLL CALL

Authority Secretary Dora Seamans called the roll. A quorum was confirmed.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

None.

REPORT OF THE CITIZENS ADVISORY COMMITTEE

Chair Horsley noted that the report was in the packet.

CONSENT CALENDAR

Director Karyl Matsumoto requested to pull Items 5 (a) and (b) for discussion.

- Acceptance of Capital Projects Quarterly Status Report 3rd Quarter FY 2019
- Approval of Fiscal Year 2020 Insurance Program – Approved by Resolution No. 2019-08

Motion/Second: Matsumoto/Freschet
Ayes: Beach, Freschet, Groom, Matsumoto, Horsley
Absent: Medina, Romero

- Approval of Minutes of the Board of Directors Meeting of May 2, 2019

Director Matsumoto requested that minutes be amended to correct the title of Jean Higaki.

- Acceptance of Statement of Revenues and Expenditures for April 2019

Draft

Director Matsumoto requested that staff review the data on Pages 7 through 9 and provide clarification. Jim Hartnett, Executive Director, said he would be happy to meet with her.

- Acceptance of Capital Projects Quarterly Status Report 3rd Quarter FY 2019
- Approval of Fiscal Year 2020 Insurance Program – Approved by Resolution No. 2019-08

Motion/Second: Matsumoto/Groom
Ayes: Beach, Freschet, Groom, Matsumoto, Horsley
Absent: Medina, Romero

NOMINATING COMMITTEE REPORT FOR THE CITIZENS ADVISORY COMMITTEE

Appointment of Citizens Advisory Committee Members

Director Maureen Freschet announced the following recommendations for CAC membership:

Incumbents recommended for appointment to a 3-year term expiring May 2022:

- An Chen
- John Fox
- Karen Kuklin
- Jeff Londer
- Olma O'Neill

New Member recommended for appointment to a 3-year term expiring May 2022:

- Peter Ohtaki

New Members recommended for appointment to a partial 2-year term expiring May 2021:

- Steve Green
- Naomi Hsu

New Member recommended for appointment to a partial 1-year term expiring May 2020:

- David Reed

Motion/Second: Freschet/Matsumoto
Ayes: Beach, Freschet, Groom, Matsumoto, Horsley
Absent: Medina, Romero

Director Carlos Romero arrived at 5:07 pm.

REPORT OF THE CHAIR

Report from the Joint TA & C/CAG Ad Hoc Committee on the San Mateo US 101 Express Lanes Project

Chair Horsley said that the newly formed San Mateo Express Lanes Joint Powers Authority, which had met just prior to the Board meeting, had nominated Alicia Aguirre, City/County Association of Governments (C/CAG), as Chair and himself as Vice Chair.

Draft

Report from the TA Strategic Plan 2020-2024 Ad Hoc Committee

Director Carole Groom provided an overview of the topics discussed at the April 16 and May 20 meetings.

Vice Chair Emily Beach asked if the SAG (Stakeholder Advisory Group) meetings are open to the public. Casey Fromson, Director, Government and Community Affairs, said that while the stakeholder group meetings are not open to the public, there are public outreach meetings.

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

Chair Horsley noted that the report was in the packet.

JOINT POWERS BOARD LIAISON REPORT

Mr. Hartnett said the report was in the packet.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Hartnett said the report was in the packet. He noted the occurrence of a vegetation fire late Sunday, June 2, near the rail trestle of the Dumbarton rail bridge in the East Bay wetlands. He said that the Fremont Fire Department responded and the trestle had extensive damage. He noted that SamTrans is the owner of the right of way and leaseholder of the trestle. Mr. Hartnett said that he had signed an emergency procurement for clean-up in the aftermath of the fire.

The following two public hearings were taken together

PUBLIC HEARING: ESTABLISHING THE APPROPRIATIONS LIMIT FOR FISCAL YEAR 2020

PUBLIC HEARING: ADOPTION OF FISCAL YEAR 2020 BUDGET IN THE AMOUNT OF $124,796,588

Chair Horsley opened the public hearing on both the appropriations limit and the FY 2020 budget.

Derek Hansel, Chief Financial Officer, gave a presentation on the changes made to the budget since the May 2 Board meeting.

Public Comment:

None.

Vice Chair Beach asked about Measure W funds. Mr. Hansel said the budget allocates that money.

Motion to Close the Gann (Appropriation) Limit Public Hearing:

Motion/Second: Beach/Groom
Ayes: Beach, Freschet, Groom, Matsumoto, Romero, Horsley
Absent: Medina

Adoption of the Gann (Appropriation) Limit – Approved by Resolution No. 2019-09:

Motion/Second: Beach/Romero
Ayes: Beach, Freschet, Groom, Matsumoto, Romero, Horsley
Absent: Medina

Public Comment:

None.

Motion to Close the FY 2020 Budget Public Hearing:

Motion/Second: Freschet/Groom
Ayes: Beach, Freschet, Groom, Matsumoto, Romero, Horsley
Absent: Medina

Chair Horsley asked about grade separation and requested that Line 33 of Attachment B be relabeled to refer to grade separation.

Adoption of the FY 2020 Budget as Amended – Approved by Resolution No. 2019-10:

Motion/Second: Beach/Matsumoto
Ayes: Beach, Freschet, Groom, Matsumoto, Romero, Horsley
Absent: Medina

PROGRAM

Approval of First Amended and Restated Joint Exercise of Powers Agreement for the San Mateo County Express Lanes Joint Powers Agency

Ms. Chan noted that the name was formally amended to include "San Mateo County."

Approved by Resolution No. 2019-11:

Motion/Second: Matsumoto/Beach
Ayes: Beach, Freschet, Groom, Matsumoto, Romero, Horsley
Absent: Medina

Chair Horsley took Item 13 (c) before Item 13 (b).

Broadway Burlingame Grade Separation

Ms. Chan introduced Joy Sharma, Senior Project Manager, Caltrain Capital Projects, who gave a presentation on the proposed new Broadway Burlingame station and grade separation project. Ms. Chan also introduced Mayor Donna Colson, City Manager Lisa Goldman, and Public Works Director Syed Murtuza.

Director Matsumoto said that she was not in favor of surface parking. She suggested combining a parking structure with a daycare center.

Director Groom asked if 60 to 80 parking stalls were adequate. Ms. Sharma said only around 10 percent of riders park at the station, based upon an MTC (Metropolitan Transportation Commission) survey.

Director Romero asked if station usage was projected to increase once electrification is completed, and Ms. Sharma concurred.

Draft

In response to a question on how parking demand was being handled, Ms. Sharma said they were reviewing the MTC survey.

Vice Chair Beach asked about the process for obtaining public input on the project. Ms. Sharma said they would hold a community outreach meeting at the end of August. Vice Chair Beach asked about the parking proposal. Ms. Sharma said that parking would be discussed at the community outreach meeting.

Director Freschet left the meeting at 5:55 pm.

City of Burlingame Staff Comment:

- Donna Colson, Mayor, noted that Broadway Burlingame was the most dangerous intersection in California. She said she wanted to put more emphasis on sidewalks than on parking lots.
- Syed Murtuza, Director of Public Works, emphasized the large scope of the project and that the City is depending on the TA's help. He added that it would have a big impact on public health and safety.

Public Comment:

- Drew requested more information about how the project aligns with the Caltrain Business Plan.
- Rich Hedges, San Mateo, reiterated the dangerousness of the current at-grade crossing.

Caltrain Business Plan Update

Sebastian Petty, Director, Caltrain Policy Development, gave a presentation on the latest update of the Caltrain Business Plan.

Ms. Fromson discussed the outreach activities.

Vice Chair Beach asked about the financial impact on Caltrain. Mr. Petty discussed how that information would be disseminated.

Mr. Hartnett said there would be a presentation at the August Caltrain Board meeting with a potential decision at the September Board meeting. He added that it would be better to have additional time for the Board to make that decision. He said that Caltrain is currently struggling with maintaining its current State of Good Repair (SOGR). He said in the future, Caltrain would need an external source of dedicated tax funds to support the system.

Vice Chair Beach asked if they were seeking input on the different growth scenarios. Mr. Petty said that the full scenario is not ready and that more information will become available in the future.

Director Romero said that Caltrain has been primarily a CBD (central business district) service. He said he felt that Caltrain should aim for the highest level of service. He noted that $10 billion in grade separations is equal to $250 million per mile.

Draft

Public Comment:

- Drew thanked Mr. Petty for clarifications about lanes in his presentation. He added that trains from the Dumbarton Corridor could go north or south from the Redwood City/Fair Oaks junction.

State and Federal Legislative Update

Ms. Fromson briefly summarized highlights of recent federal and state legislation.

She said that there was an unsuccessful meeting between President Trump and the Democrats on May 22 about the infrastructure bill. She noted that the appropriation bills are moving nonetheless.

She said that the FAA (Federal Aviation Administration) is attempting to change the process where tax revenue generated by airports will be directed back to the airports instead of to areas designated by local expenditure plans. She said that legislation is being drafted to challenge this.

REQUESTS FROM THE AUTHORITY

None.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

None.

DATE/TIME OF NEXT REGULAR MEETING

Chair Horsley announced that the next meeting would be on Thursday, August 1, 2019, 5:00 pm at the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd Floor, San Carlos Avenue, San Carlos, CA 94070.

REPORT OF LEGAL COUNSEL

None.

ADJOURN

The meeting adjourned at 6:35 pm.

An audio/video recording of this meeting is available online at www.smcta.com. Questions may be referred to the Authority Secretary's office by phone at 650.508.6242 or by email to board@smcta.com.

TA CAC Chair's Report
Meeting of June 4, 2019

The TA CAC meeting held on June 4 was chaired by Vice Chair John Fox due to the absence of Chair Barbara Arietta.

The majority of the agenda, with informational items, was heard with interest by the CAC. Motions to approve the following items passed unanimously:

- Establishment of appropriations limit for FY 2020
- Adoption of the FY 2020 budget
- First amended and restated joint powers agreement for the San Mateo County Express Lanes Joint Powers Agency
- Acceptance of the statement of revenues and expenditures for April 2019
- Acceptance of the FY 2020 insurance program

The CAC heard with interest the staff presentations on the Caltrain Business Plan as well as on the Broadway-Burlingame Grade Separation project. There was considerable discussion by the CAC members on the grade separation project and questions for the presenter and other staff. A member of the public made public comments regarding both presentations. The CAC members wanted their comments, and possible concerns, to be represented at the Board meeting June 6 when this project will be reviewed.

Broadway Burlingame Grade Separation Project

The CAC understands that the Broadway Burlingame grade separation is a work in progress and that the final design and implementation is many years away. It is at the start of the new station design that the electrified service plan and the estimates and goals of the forward-looking Caltrain Business Plan should be considered and incorporated into the project. However, the focus of the presentation on the isolated aspect of the platform, choices of the configurations for the associated parking lot, and locations of various pedestrian and bike access features left many Committee members very concerned that the overall goal of encouraging multimodal transit access to the station, and understanding how the configuration of the grade separation impacts north-south as well as east-west bike routes, was simply absent from the planning and presentation. Issues of anticipated new housing options seem not to have been incorporated in the design planning. The CAC is concerned that this design in progress is not consistent with the goals and forward-looking possibilities of the Business Plan.

The CAC members had the following questions and comments:

1. The focus on the numbers of stalls in the auto parking lot, and possible removal of a sidewalk for one configuration, seems to miss the whole point of ensuring multimodal access as the first priority of the design. While auto parking spots are counted, there is no bike parking provided nor estimates of the number of transit riders arriving by various means or their needs. There was no count of existing ridership by modality, and no projections on how future ridership modalities might change. Basing the design on parking lot counts today might not be the best design practice to meet future growth and needs.

Recommendation: We ask that the planning include provisions to ensure that both pedestrian and cyclist needs be considered at all phases of the project, not as a final afterthought. Ridership estimates, and estimates of transit modalities to the new station should be used to design and prioritize station features. The planners should be using the range of growth estimates suggested in the Business Plan. The planning has to look at where the riders are coming from and how they get to the station. This must include looking at a larger context than the platform and the parking lot along the tracks. It has to look outward far enough in distance to understand the relationship of the station to the community.

2. The CAC was wondering how possible growth in transit-oriented housing near the station would work with the proposed pedestrian access; they asked what routes would be needed so that new housing residents have safe, attractive, and prioritized access to the station.

Recommendation: The design team should be working with the City of Burlingame planning groups to understand housing growth possibilities for the next 20 to 40 years, and incorporate these needs right at the start of the project. The design should make this pedestrian access the priority -- not an afterthought to be worked around the parking lots. Ridership surveys can help understand where the existing riders come from/go to and can help us to anticipate what the future might be like.

3. The integration of this station with the overall multimodal transportation near the station was absent from the plans. The grade separation, high walls, limited pedestrian or grade-separated traffic passage across the tracks, constraints of the creeks, etc., has tremendous impact on pedestrians and cyclists. This is a concern not only for those commuting to the station but for those cyclists traveling north-south and east west on through-trips. The presentation had no overview showing the existing or planned County bike routes that pass near or through this project, and did not indicate that the project is considering the value (or detriment) of the proposed features to cyclist commuters. Similarly, the integration of the station with last-mile connections, such as shuttles, SamTrans transit routes, bike share facilities, etc., should be part of the planning from the start. Where would the transit buses and shuttles be located for the Caltrain riders?

Recommendation: The design team should be using the County and City bike route planning documents and work with City staff and cycling advocacy groups to ensure that the new design advances goals of both north-south and east-west through travel, and encourages multimodal access to the station. Locations for prioritized transit last-mile connections should be included in the initial planning; the presentation focused only on auto parking as a concern.

Summary Comments: This is an exciting opportunity to start a critical grade separation and station design project that will be part of the new electrified Caltrain system. We understand funds are limited, but unless these vital long-range goals are prioritized at the very start of the design, they are likely to be less well integrated, and less useful, for our future expanded ridership. And it will only cost more to re-design and retrofit the station for these needs later in the design process.

AGENDA ITEM #5 (b)
JULY 11, 2019

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING MAY 31, 2019**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of May 2019 and supplemental information.

The statement columns have been designed to provide easy comparison of year to date prior to current actuals for the current fiscal year including dollar and percentage variances.

SIGNIFICANCE

Year to Date Revenues: As of May year-to-date, the Total Revenue (page 1, line 7) is $9.2 million higher than prior year actuals. This is primarily due to higher Sales Tax (page 1, line 1).

Year to Date Expenses: As of May year-to-date, the Total Expenditures (page 1, line 26) are $42.6 million lower than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

Budget Amendment: There are no budget amendments for the month of May 2019.

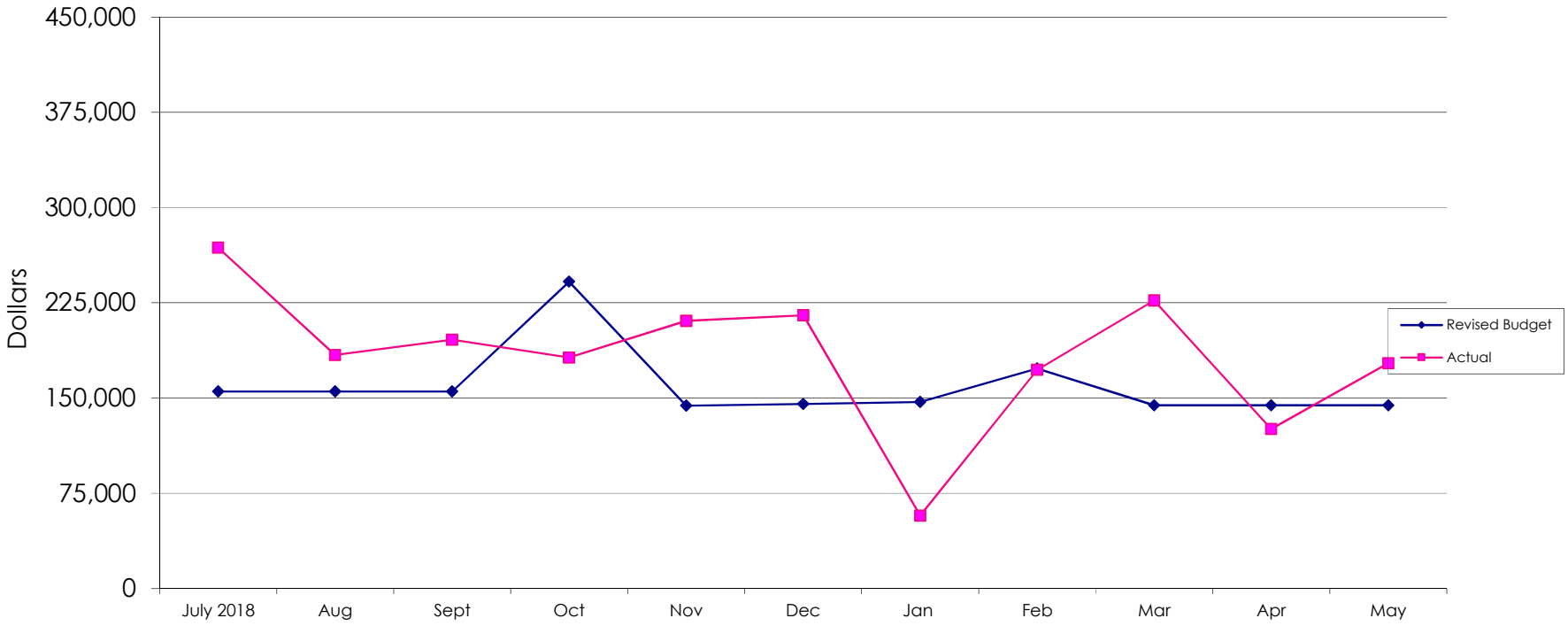
Prepared By: Jia Du Accountant 650-622-6226
Jennifer Ye , Manager, General Ledger 650-622-7890

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2019
May 2019

% OF YEAR ELAPSED: 91.7%

		YEAR TO DATE				ANNUAL	
		PRIOR ACTUAL	CURRENT ACTUAL	$ VARIANCE	% VARIANCE	BUDGET*	
	REVENUES:						
1	Sales Tax	79,099,567	90,078,932	10,979,365	13.9%	86,353,200	1
2	Interest Income	5,623,147	4,177,100	(1,446,047)	(25.7%)	5,927,618	2
3	Miscellaneous Income	1,500	-	(1,500)	(100.0%)	50,000,000	3
4	Rental Income	989,643	613,968	(375,675)	(38.0%)	836,684	4
5	Grant Proceeds	16,182	14,141	(2,041)	(12.6%)	1,550,000	5
6							6
7	**TOTAL REVENUE**	**85,730,039**	**94,884,142**	**9,154,102**	10.7%	**144,667,502**	7
8							8
9	**EXPENDITURES:**						9
10							10
11	Annual Allocations	28,871,342	32,878,810	4,007,468	13.9%	31,518,918	11
12							12
13	Dumbarton Maintenance of Way	178,800	-	(178,800)	(100.0%)	-	13
14							14
15	Measure A Categories	126,197,328	79,222,277	(46,975,051)	(37.2%)	94,541,474	15
16							16
17	Oversight	1,569,141	1,649,403	80,262	5.1%	1,800,000	17
18							18
19	Administrative						19
20	Staff Support	964,985	1,501,943	536,958	55.6%	1,152,885	20
21	Measure A Info-Others	1,010	978	(32)	(3.1%)	15,000	21
22	Other Admin Expenses	584,009	513,078	(70,932)	(12.1%)	726,687	22
23							23
24	Total Administrative	1,550,004	2,015,998	465,994	30.1%	1,894,572	24
25							25
26	**TOTAL EXPENDITURES**	**158,366,615**	**115,766,488**	**(42,600,127)**	(26.9%)	**129,754,964**	26
27							27
28	**EXCESS (DEFICIT)**	**(72,636,576)**	**(20,882,347)**	**51,754,229**	(71.3%)	**14,912,538**	28
29						(12,952,980) (1)	29
30						**1,959,558**	30
31							31
32	**BEGINNING FUND BALANCE**	**489,814,617**	**407,684,194**			**405,634,282**	32
33							33
34	**ENDING FUND BALANCE**	**417,178,041**	**386,801,847**			**407,593,840**	34
35							35
36							36
37	(1) Previously allocated $12,952,980 of future years' budget to the 25th Avenue Grade Separation Project.						37
38							38

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '18	Aug '18	Sep '18	Oct '18	Nov '18	Dec '18	Jan '19	Feb '19	Mar '19	Apr '19	May '19	Jun '19
MONTHLY EXPENSES												
Revised Budget	155,249	155,249	155,250	241,651	144,033	145,366	146,998	173,313	144,366	144,366	144,366	
Actual	268,531	183,949	195,928	181,867	210,842	215,290	57,432	172,211	226,913	125,628	177,407	
CUMULATIVE EXPENSES												
Staff Projections	155,249	310,498	465,748	707,399	851,432	996,798	1,143,796	1,317,109	1,461,475	1,605,841	1,750,207	
Actual	268,531	452,480	648,408	830,275	1,041,117	1,256,407	1,313,839	1,486,050	1,712,963	1,838,591	2,015,998	
Variance-F(U)	(113,282)	(141,982)	(182,660)	(122,876)	(189,685)	(259,609)	(170,043)	(168,941)	(251,488)	(232,750)	(265,791)	
Variance %	-72.97%	-45.73%	-39.22%	-17.37%	-22.28%	-26.04%	-14.87%	-12.83%	-17.21%	-14.49%	-15.19%	

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF MAY 31, 2019

		5/31/2019
LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF		
Bank of America Checking	$	7,967,755.43
Wells Fargo Lockbox		0.00
LAIF		7,695,042.65
INVESTMENT FUNDS		
Investment Portfolio (Market Values)*		151,647,887.17
MMF - US Bank Custodian Account		5,831,525.30
County Pool		204,885,035.16
Total	**$**	**378,027,245.71**

* Fund Managed by PFM Investment Advisor

clearwater

Report: Master Balance Sheet by Lot
Account: SMCTA - Agg (165727)
As of: 05/31/2019
Base Currency: USD

ABS

Identifier	Description	Par	Security Type	Settle Date	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
36255JAD6	GMCAR 183 A3	700,000.00	ABS	07/18/2018	05/16/2023	699,836.76	880.83	707,844.96	708,725.79
14313FAD1	CARMX 183 A3	750,000.00	ABS	07/25/2018	06/15/2023	749,897.78	1,043.33	761,210.17	762,253.50
89190BAD0	TAOT 17B A3	2,456,444.06	ABS	05/17/2017	07/15/2021	2,456,255.65	1,921.49	2,446,464.04	2,448,385.53
02007PAC7	ALLYA 171 A3	343,483.08	ABS	01/31/2017	06/15/2021	343,453.06	259.52	342,223.02	342,482.54
89238MAD0	TAOT 17A A3	439,830.62	ABS	03/15/2017	02/16/2021	439,778.85	338.18	438,371.72	438,709.90
34531EAD8	FORDO 17A A3	1,335,804.15	ABS	01/25/2017	06/15/2021	1,335,799.21	991.46	1,330,390.96	1,331,382.42
17305EGK5	CCCIT 18A1 A1	1,500,000.00	ABS	01/31/2018	01/20/2023	1,499,792.40	13,591.25	1,504,277.15	1,517,868.40
17305EGB5	CCCIT 17A3 A3	1,600,000.00	ABS	05/22/2017	04/07/2020	1,604,272.00	4,608.00	1,592,930.53	1,597,538.53
89238BAD4	TAOT 18A A3	700,000.00	ABS	01/31/2018	05/16/2022	699,991.95	731.11	699,513.35	700,244.47
02004VAC7	ALLYA 182 A3	1,100,000.00	ABS	04/30/2018	11/15/2022	1,099,800.24	1,427.56	1,106,765.90	1,108,193.45
02007HAC5	ALLYA 172 A3	1,424,728.63	ABS	03/29/2017	08/16/2021	1,424,560.66	1,127.12	1,419,611.14	1,420,738.26
47788BAD6	JDOT 17B A3	876,601.78	ABS	07/18/2017	10/15/2021	876,537.62	709.07	872,747.97	873,457.04
43814PAC4	HAROT 173 A3	544,248.75	ABS	09/29/2017	09/18/2021	544,189.81	351.80	541,688.63	542,040.42
47788CAC6	JDOT 2018 A3	485,000.00	ABS	02/28/2018	04/18/2022	484,965.13	573.38	486,018.33	486,591.71
02582JHQ6	AMXCA 181 A	2,610,000.00	ABS	03/21/2018	10/17/2022	2,609,696.98	3,097.20	2,614,383.42	2,617,480.62
---	---	**16,866,141.08**	**ABS**	---	**01/23/2022**	**16,868,828.09**	**31,651.30**	**16,864,441.29**	**16,896,092.59**

AGCY BOND

Identifier	Description	Par	Security Type	Settle Date	Final Maturity	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	825,000.00	AGCY BOND	08/19/2016	08/17/2021	822,177.68	2,979.17	812,232.30	815,211.47
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	2,675,000.00	AGCY BOND	08/19/2016	08/17/2021	2,664,166.25	9,659.72	2,633,601.70	2,643,261.42
3130A8QS5	FEDERAL HOME LOAN BANKS	3,200,000.00	AGCY BOND	07/15/2016	07/14/2021	3,180,540.80	13,700.00	3,144,256.00	3,157,956.00
3135G0T60	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	AGCY BOND	08/01/2017	07/30/2020	897,273.00	4,537.50	892,823.40	897,360.90
3137EAEJ4	FREDDIE MAC	990,000.00	AGCY BOND	09/29/2017	09/29/2020	988,208.10	2,770.63	984,399.57	987,170.20
3130ACE26	FEDERAL HOME LOAN BANKS	365,000.00	AGCY BOND	09/08/2017	09/28/2020	363,828.35	878.28	361,758.07	362,636.35
3135G0P49	FEDERAL NATIONAL MORTGAGE ASSOCIATION	700,000.00	AGCY BOND	09/02/2016	08/28/2019	698,908.00	1,808.33	697,750.20	699,558.53
3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	AGCY BOND	01/11/2019	01/11/2022	1,598,848.00	16,333.33	1,627,089.60	1,643,422.93
---	---	**11,255,000.00**	**AGCY BOND**	---	**05/07/2021**	**11,213,950.18**	**52,666.96**	**11,153,910.84**	**11,206,577.80**

CASH

Identifier	Description	Par	Security Type	Settle Date	Final Maturity	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CCYUSD	Receivable	8,098.24	CASH	---	05/31/2019	8,098.24	0.00	8,098.24	8,098.24
CCYUSD	Cash	5,240,717.24	CASH	---	05/31/2019	5,240,717.24	0.00	5,240,717.24	5,240,717.24
CCYUSD	---	**5,248,815.48**	**CASH**	---	**05/31/2019**	**5,248,815.48**	**0.00**	**5,248,815.48**	**5,248,815.48**

CD

Identifier	Description	Par	Security Type	Settle Date	Final Maturity	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
86565BPC9	Sumitomo Mitsui Banking Corporation	1,550,000.00	CD	10/18/2018	10/16/2020	1,547,892.00	6,714.08	1,548,545.51	1,555,259.59
87019U6D6	Swedbank AB	3,100,000.00	CD	11/17/2017	11/16/2020	3,100,000.00	3,127.56	3,060,224.68	3,063,352.24
06417GU22	The Bank of Nova Scotia	1,600,000.00	CD	06/07/2018	06/05/2020	1,599,392.00	24,092.44	1,604,660.43	1,628,752.87
78012UEE1	Royal Bank of Canada	2,750,000.00	CD	06/08/2018	06/07/2021	2,750,000.00	43,065.00	2,763,310.00	2,806,375.00
22535CDV0	Credit Agricole Corporate and Investment Bank	1,500,000.00	CD	04/04/2019	04/01/2022	1,500,000.00	3,301.67	1,500,000.00	1,503,301.67
---	---	**10,500,000.00**	**CD**	---	**02/19/2021**	**10,497,284.00**	**80,300.75**	**10,476,740.62**	**10,557,041.37**

CORP

Identifier	Description	Par	Security Type	Settle Date	Final Maturity	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
02665WCP4	AMERICAN HONDA FINANCE CORP	1,550,000.00	CORP	10/10/2018	12/10/2021	1,549,256.00	24,848.44	1,583,049.10	1,607,897.54
89236TEU5	TOYOTA MOTOR CREDIT CORP	1,200,000.00	CORP	04/13/2018	04/13/2021	1,199,520.00	4,720.00	1,212,631.20	1,217,351.20
808513AW5	CHARLES SCHWAB CORP	965,000.00	CORP	05/22/2018	05/21/2021	964,971.05	871.18	980,054.00	980,925.18
025816BU2	AMERICAN EXPRESS CO	1,550,000.00	CORP	05/17/2018	05/17/2021	1,549,736.50	2,034.38	1,571,757.35	1,573,791.73
084670BL1	BERKSHIRE HATHAWAY INC	3,150,000.00	CORP	12/23/2016	08/14/2019	3,167,829.00	19,661.25	3,149,609.40	3,169,270.65
06051GHH5	BANK OF AMERICA CORP	400,000.00	CORP	05/17/2018	05/17/2022	400,000.00	544.29	405,024.80	405,569.09
594918BV5	MICROSOFT CORP	1,520,000.00	CORP	02/06/2017	02/06/2020	1,518,981.60	8,982.78	1,514,631.36	1,523,614.14
38141GGQ1	GOLDMAN SACHS GROUP INC	2,750,000.00	CORP	11/28/2016	07/27/2021	3,035,092.50	49,729.17	2,893,596.75	2,943,325.92
037833CS7	APPLE INC	1,325,000.00	CORP	05/11/2017	05/11/2020	1,323,648.50	1,325.00	1,318,881.15	1,320,206.15
63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	625,000.00	CORP	02/26/2018	03/15/2021	624,306.25	3,826.39	630,581.25	634,407.64
25468PDP8	WALT DISNEY CO	660,000.00	CORP	03/06/2017	03/04/2020	659,828.40	3,110.25	657,191.70	660,301.95
44932HAG8	IBM CREDIT LLC	1,500,000.00	CORP	02/06/2018	02/05/2021	1,499,265.00	12,808.33	1,502,790.00	1,515,598.33
06051GFW4	BANK OF AMERICA CORP	175,000.00	CORP	11/03/2017	04/19/2021	176,358.00	535.94	175,462.00	175,997.94
172967LF6	CITIGROUP INC	1,575,000.00	CORP	01/10/2017	01/10/2020	1,574,370.00	15,113.44	1,573,080.08	1,588,193.51
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	CORP	03/15/2017	01/06/2022	681,979.15	7,311.42	687,824.94	695,136.36

clearwater

Report: Master Balance Sheet by Lot
Account: SMCTA - Agg (165727)
As of: 05/31/2019
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437076BQ4	HOME DEPOT INC	750,000.00	CORP	06/05/2017	06/05/2020	749,565.00	6,600.00	745,080.75	751,680.75
713448DX3	PEPSICO INC	1,015,000.00	CORP	10/10/2017	04/15/2021	1,014,797.00	2,593.89	1,010,747.15	1,013,341.04
06051GGS2	BANK OF AMERICA CORP	965,000.00	CORP	09/18/2017	10/01/2021	965,000.00	3,744.20	959,688.64	963,432.84
904764AZ0	UNILEVER CAPITAL CORP	1,200,000.00	CORP	03/22/2018	03/22/2021	1,193,868.00	6,325.00	1,207,430.40	1,213,755.40
63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	875,000.00	CORP	04/19/2018	03/15/2021	871,298.75	5,356.94	882,813.75	888,170.69
6174467P8	MORGAN STANLEY	3,150,000.00	CORP	11/10/2016	07/24/2020	3,516,187.50	61,118.75	3,247,624.80	3,308,743.55
14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	1,100,000.00	CORP	09/07/2017	09/04/2020	1,099,076.00	4,917.92	1,094,456.00	1,099,373.92
931142EA7	WAL-MART STORES INC	1,550,000.00	CORP	10/20/2017	12/15/2020	1,547,752.50	13,579.72	1,542,556.90	1,556,136.62
89236TDH5	TOYOTA MOTOR CREDIT CORP	1,150,000.00	CORP	10/18/2016	10/18/2019	1,149,425.00	2,129.10	1,146,346.45	1,148,475.55
427866BA5	HERSHEY CO	630,000.00	CORP	05/10/2018	05/15/2021	629,565.30	868.00	639,570.33	640,438.33
05531FAZ6	BB&T CORP	750,000.00	CORP	10/26/2017	02/01/2021	749,655.00	5,375.00	745,336.50	750,711.50
717081EB5	PFIZER INC	2,080,000.00	CORP	11/21/2016	12/15/2019	2,078,502.40	16,304.89	2,071,380.48	2,087,685.37
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	CORP	01/10/2019	01/10/2022	349,664.00	4,386.67	356,208.65	360,595.32
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	CORP	02/15/2019	01/23/2024	1,561,036.00	19,288.89	1,606,348.70	1,625,637.59
69371RP75	PACCAR FINANCIAL CORP	570,000.00	CORP	03/01/2019	03/01/2022	569,498.40	4,061.25	577,606.65	581,667.90
05531FBG7	BB&T CORP	800,000.00	CORP	03/18/2019	06/20/2022	799,976.00	4,947.78	812,941.60	817,889.38
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	CORP	03/22/2019	04/01/2023	1,500,000.00	9,220.13	1,516,321.50	1,525,541.63
---	---	**39,615,000.00**	**CORP**	---	**02/05/2021**	**40,270,008.80**	**326,240.36**	**40,018,624.33**	**40,344,864.69**

CP

Identifier	Description	Par	Security Type	Settle Date	Final Maturity	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
25214PM26	Dexia Credit Local (Inc.)	1,500,000.00	CP	10/12/2018	07/02/2019	1,470,083.75	0.00	1,496,473.75	1,496,473.75
62479MZ63	MUFG Bank, Ltd.	1,600,000.00	CP	03/11/2019	12/06/2019	1,567,720.00	0.00	1,577,523.56	1,577,523.56
62479LAD7	MUFG Bank, Ltd.	3,050,000.00	CP	04/18/2019	01/13/2020	2,990,067.50	0.00	2,999,834.28	2,999,834.28
---	---	**6,150,000.00**	**CP**	---	**11/16/2019**	**6,027,871.25**	**0.00**	**6,073,831.58**	**6,073,831.58**

FHLMC

Identifier	Description	Par	Security Type	Settle Date	Final Maturity	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
3137BM6P6	FHMS K721 A2	800,000.00	FHLMC	04/09/2018	08/25/2022	806,812.50	2,060.00	823,936.00	825,996.00
3137FKK39	FHMS KP05 A	689,768.30	FHLMC	12/17/2018	07/25/2023	689,766.23	1,841.11	699,838.91	701,680.02
---	---	**1,489,768.30**	**FHLMC**	---	**01/25/2023**	**1,496,578.73**	**3,901.11**	**1,523,774.91**	**1,527,676.02**

FNMA

Identifier	Description	Par	Security Type	Settle Date	Final Maturity	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
3136B1XP4	FNA 18M5 A2	760,590.61	FNMA	04/30/2018	09/25/2021	775,719.52	2,256.42	772,045.11	774,301.52
3136AQDQ0	FNA 15M13A AQ2	42,932.71	FNMA	10/30/2015	09/25/2019	43,362.63	58.89	42,790.60	42,849.49
3136AJ7G5	FNA 14M06B A2	2,445,006.06	FNMA	12/15/2016	05/25/2021	2,494,479.24	5,457.48	2,457,231.09	2,462,688.57
---	---	**3,248,529.38**	**FNMA**	---	**06/15/2021**	**3,313,561.39**	**7,772.79**	**3,272,066.80**	**3,279,839.58**

MMFUND

Identifier	Description	Par	Security Type	Settle Date	Final Maturity	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	5,831,525.31	MMFUND	---	05/31/2019	5,831,525.31	0.00	5,831,525.31	5,831,525.31
SM - CP N/M A	County Pool New Measure A	102,110,146.76	MMFUND	---	05/31/2019	102,110,146.76	0.00	102,110,146.76	102,110,146.76
SM - CP O/M A	County Pool Old Measure A	111,927,622.72	MMFUND	---	05/31/2019	111,927,622.72	0.00	111,927,622.72	111,927,622.72
SM - LAIF	Local Agency Investment Fund	7,695,042.65	MMFUND	---	05/31/2019	7,695,042.65	0.00	7,695,042.65	7,695,042.65
---	---	**227,564,337.44**	**MMFUND**	---	**05/31/2019**	**227,564,337.44**	**0.00**	**227,564,337.44**	**227,564,337.44**

US GOV

Identifier	Description		Security Type	Settle Date	Final Maturity	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
912828N30	UNITED STATES TREASURY	2,900,000.00	US GOV	08/03/2018	12/31/2022	2,812,773.44	25,875.69	2,921,296.88	2,947,172.57
912828TJ9	UNITED STATES TREASURY	4,450,000.00	US GOV	09/07/2018	08/15/2022	4,263,308.59	21,174.38	4,410,367.19	4,431,541.57
912828R77	UNITED STATES TREASURY	3,500,000.00	US GOV	03/17/2017	05/31/2021	3,409,082.04	131.49	3,460,078.13	3,460,209.61
912828Q78	UNITED STATES TREASURY	970,000.00	US GOV	01/05/2017	04/30/2021	950,751.56	1,159.78	959,239.06	960,398.85
912828F62	UNITED STATES TREASURY	375,000.00	US GOV	09/09/2015	10/31/2019	376,508.79	489.13	373,652.34	374,141.47
912828VF4	UNITED STATES TREASURY	505,000.00	US GOV	12/07/2015	05/31/2020	498,470.51	18.97	500,660.16	500,679.13
912828L32	UNITED STATES TREASURY	335,000.00	US GOV	07/12/2016	08/31/2020	341,432.19	1,164.08	331,911.72	333,075.80
912828X47	UNITED STATES TREASURY	7,500,000.00	US GOV	05/07/2018	04/30/2022	7,260,351.56	12,228.26	7,491,796.88	7,504,025.14
912828VP2	UNITED STATES TREASURY	1,235,000.00	US GOV	05/18/2016	07/31/2020	1,275,313.64	8,256.08	1,232,298.44	1,240,554.51
912828X47	UNITED STATES TREASURY	650,000.00	US GOV	12/06/2017	04/30/2022	643,246.09	1,059.78	649,289.06	650,348.85
912828X47	UNITED STATES TREASURY	3,250,000.00	US GOV	01/04/2018	04/30/2022	3,208,740.23	5,298.91	3,246,445.31	3,251,744.23
912828N30	UNITED STATES TREASURY	2,650,000.00	US GOV	11/06/2018	12/31/2022	2,559,630.86	23,645.03	2,669,460.94	2,693,105.97
912828N30	UNITED STATES TREASURY	4,800,000.00	US GOV	12/13/2018	12/31/2022	4,681,125.00	42,828.73	4,835,250.00	4,878,078.73

clearwater

Report: Master Balance Sheet by Lot
Account: SMCTA - Agg (165727)
As of: 05/31/2019
Base Currency: USD

912828N30	UNITED STATES TREASURY	11,000,000.00	US GOV	01/10/2019	12/31/2022	10,841,445.31	98,149.17	11,080,781.25	11,178,930.42
912828N30	UNITED STATES TREASURY	5,700,000.00	US GOV	01/31/2019	12/31/2022	5,609,601.56	50,859.12	5,741,859.38	5,792,718.49
912828R69	UNITED STATES TREASURY	8,850,000.00	US GOV	03/06/2019	05/31/2023	8,528,841.80	392.93	8,747,671.88	8,748,064.81
912828R69	UNITED STATES TREASURY	2,850,000.00	US GOV	05/03/2019	05/31/2023	2,781,421.87	126.54	2,817,046.88	2,817,173.41
---	**UNITED STATES TREASURY**	**61,520,000.00**	**US GOV**	**---**	**09/16/2022**	**60,042,045.05**	**292,858.07**	**61,469,105.47**	**61,761,963.54**

Summary

Identifier	Description	Par	Security Type	Settle Date	Final Maturity	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	**---**	**383,457,591.68**	**---**	**---**	**05/18/2020**	**382,543,280.41**	**795,391.34**	**383,665,648.75**	**384,461,040.09**

* Grouped by: Security Type
* Groups Sorted by: Security Type
* Weighted by: Base Market Value + Accrued
* Holdings Displayed by: Lot

clearwater

Report: Base Risk Summary - Fixed Income
Account: SMCTA - Agg (165727)
Date: 05/01/2019 - 05/31/2019

Balance Sheet

Book Value + Accrued	383,412,750.54
Net Unrealized Gain/Loss	1,048,289.55
Market Value + Accrued	384,461,040.09

Cash and Fixed Income Summary

Risk Metric	Value
Cash	5,248,815.48
MMFund	227,564,337.44
Fixed Income	151,647,887.17
Duration	1.974
Convexity	0.064
WAL	0.874
Years to Final Maturity	0.966
Years to Effective Maturity	0.873
Yield	2.177
Book Yield	0.935
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration

Issuer Concentration	% of Base Market Value + Accrued
(SM - CP O/M A) County Pool Old Measure A	29.113%
(SM - CP N/M A) County Pool New Measure A	26.559%
Other	20.784%
Government of the United States	16.065%
Federal National Mortgage Association, Inc.	2.595%
(SM - LAIF) State of California	2.002%
U.S. Bancorp	1.517%
(CCYUSD) UNITED STATES OF AMERICA	1.365%
---	**100.000%**

Footnotes: 1,2

Asset Class

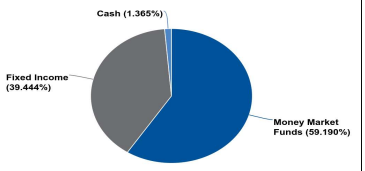


Chart calculated by: Base Market Value + Accrued

Security Type

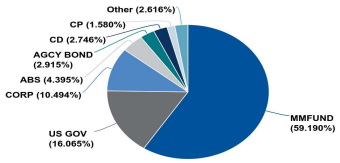


Chart calculated by: Base Market Value + Accrued

Market Sector

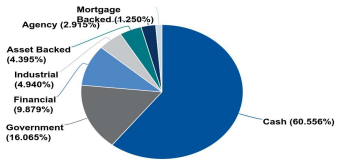
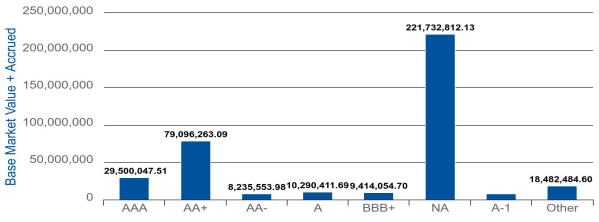


Chart calculated by: Base Market Value + Accrued

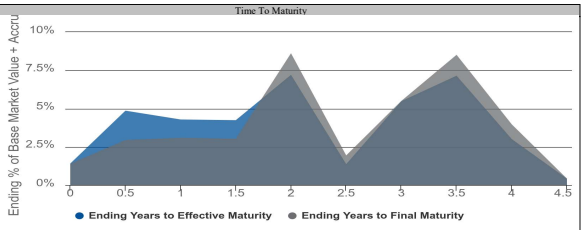
Credit Rating



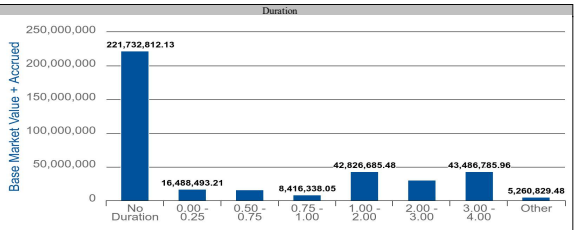
Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	6.688%	1.374%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	1.887%	5.416%	5.330%	11.311%	0.000%	0.000%	0.000%	0.000%	0.000%
A	2.525%	3.079%	1.845%	0.000%	0.423%	0.000%	0.000%	0.000%	0.000%
BBB	0.413%	1.270%	0.766%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

Time To Maturity



Duration



Industry Sector

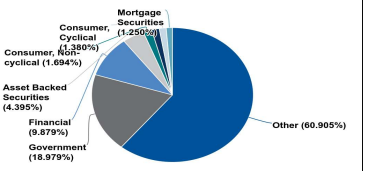
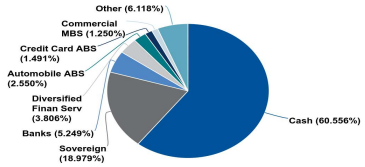


Chart calculated by: Base Market Value + Accrued

Industry Group



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Industry Subgroup

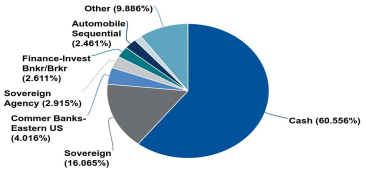


Chart calculated by: Base Market Value + Accrued

MMF Asset Allocation

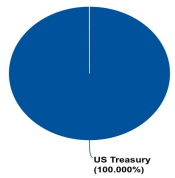


Chart calculated by: Base Market Value

Currency

Chart calculated by: Base Market Value + Accrued

Country

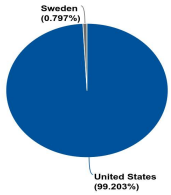


Chart calculated by: Base Market Value + Accrued

1: * Grouped by: Issuer Concentration
2: * Groups Sorted by: % of Base Market Value + Accrued

clearwater

Report: GAAP Base Trading Activity
Account: SMCTA - Agg (165727)
Date: 05/01/2019 - 05/31/2019
Base Currency: USD

Identifier	Description	Base Original Units	Base Current Units	Currency	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
02007HAC5	ALLYA 172 A3	0.00	(144,000.19)	USD	Principal Paydown	05/15/2019	05/15/2019	08/16/2021	(144,000.18)	0.00	144,000.18
02007PAC7	ALLYA 171 A3	0.00	(39,174.22)	USD	Principal Paydown	05/15/2019	05/15/2019	06/15/2021	(39,174.22)	0.00	39,174.22
02582JHG8	AMXCA 174 A	(1,200,000.00)	0.00	USD	Maturity	05/15/2019	05/15/2019	05/15/2019	0.00	0.00	0.00
02582JHG8	AMXCA 174 A	0.00	(1,200,000.00)	USD	Principal Paydown	05/15/2019	05/15/2019	05/15/2019	(1,200,000.00)	0.00	1,200,000.00
3136AJ7G5	FNA 14M06B A2	0.00	(140,341.55)	USD	Principal Paydown	05/01/2019	05/01/2019	05/25/2021	(140,341.55)	0.00	140,341.55
3136AQDQ0	FNA 15M13A AQ2	0.00	(3,792.65)	USD	Principal Paydown	05/01/2019	05/01/2019	09/25/2019	(3,792.65)	0.00	3,792.65
3136B1XP4	FNA 18M5 A2	0.00	(10,807.86)	USD	Principal Paydown	05/01/2019	05/01/2019	09/25/2021	(10,807.86)	0.00	10,807.86
3137FKK39	FHMS KP05 A	0.00	(1,167.14)	USD	Principal Paydown	05/01/2019	05/01/2019	07/25/2023	(1,167.14)	0.00	1,167.14
31846V534	FIRST AMER:US TRS MM Y	2,341,014.61	2,341,014.61	USD	Buy	---	---	05/31/2019	2,341,014.61	0.00	(2,341,014.61)
31846V534	FIRST AMER:US TRS MM Y	(2,801,015.62)	(2,801,015.62)	USD	Sell	05/03/2019	05/03/2019	05/31/2019	(2,801,015.62)	0.00	2,801,015.62
34531EAD8	FORDO 17A A3	0.00	(135,465.46)	USD	Principal Paydown	05/15/2019	05/15/2019	06/15/2021	(135,465.46)	0.00	135,465.46
43814PAC4	HAROT 173 A3	0.00	(35,751.25)	USD	Principal Paydown	05/18/2019	05/18/2019	09/18/2021	(35,751.25)	0.00	35,751.25
47788BAD6	JDOT 17B A3	0.00	(98,173.55)	USD	Principal Paydown	05/15/2019	05/15/2019	10/15/2021	(98,173.56)	0.00	98,173.56
89190BAD0	TAOT 17B A3	0.00	(206,249.02)	USD	Principal Paydown	05/15/2019	05/15/2019	07/15/2021	(206,249.01)	0.00	206,249.01
89238MAD0	TAOT 17A A3	0.00	(50,284.33)	USD	Principal Paydown	05/15/2019	05/15/2019	02/16/2021	(50,284.34)	0.00	50,284.34
912828R69	UNITED STATES TREASURY	2,850,000.00	2,850,000.00	USD	Buy	05/01/2019	05/03/2019	05/31/2023	2,781,421.87	19,593.75	(2,801,015.62)
---	---	**1,189,998.99**	**324,791.76**	**USD**	---	---	---		**256,213.64**	**19,593.75**	**(275,807.39)**

* Showing transactions with Trade Date within selected date range.
* Weighted by: Absolute Value of Base Principal
* MMF transactions are collapsed
* The Transaction Detail/Trading Activity reports provide our most up-to-date transactional details. As such, these reports are subject to change even after the other reports on the website have been locked down. While these reports can be useful tools in understanding recent activity, due

SMCTA – Glossary of Terms

Accrued Interest - The interest that has accumulated on a bond since the last interest payment up to, but not including, the settlement date. Accrued interest occurs as a result of the difference in timing of cash flows and the measurement of these cash flows.

Amortized Cost - The amount at which an investment is acquired, adjusted for accretion, amortization, and collection of cash.

Book Yield -The measure of a bond's recurring realized investment income that combines both the bond's coupon return plus it amortization.

Average Credit Rating - The average credit worthiness of a portfolio, weighted in proportion to the dollar amount that is invested in the portfolio.

Convexity - The relationship between bond prices and bond yields that demonstrates how the duration of a bond changes as the interest rate changes.

Credit Rating - An assessment of the credit worthiness of an entity with respect to a particular financial obligation. The credit rating is inversely related to the possibility of debt default.

Duration - A measure of the exposure to interest rate risk and sensitivity to price fluctuation of fixed-income investments. Duration is expressed as a number of years.

Income Return - The percentage of the total return generated by the income from interest or dividends.

Original Cost - The original cost of an asset takes into consideration all of the costs that can be attributed to its purchase and to putting the asset to use.

Par Value - The face value of a bond. Par value is important for a bond or fixed-income instrument because it determines its maturity value as well as the dollar value of coupon payments.

Price Return - The percentage of the total return generated by capital appreciation due to changes in the market price of an asset.

Short-Term Portfolio - The city's investment portfolio whose securities' average maturity is between 1 and 5 years.

Targeted-Maturities Portfolio - The city's investment portfolio whose securities' average maturity is between 0 and 3 years.

Total Return - The actual rate of return of an investment over a given evaluation period. Total return is the combination of income and price return.

Unrealized Gains/(Loss) - A profitable/(losing) position that has yet to be cashed in. The actual gain/(loss) is not realized until the position is closed. A position with an unrealized gain may eventually turn into a position with an unrealized loss, as the market fluctuates and vice versa.

Weighted Average Life (WAL) - The average number of years for which each dollar of unpaid principal on an investment remains outstanding, weighted by the size of each principal payout.

Yield - The income return on an investment. This refers to the interest or dividends received from a security and is expressed as a percentage based on the investment's cost and its current market value.

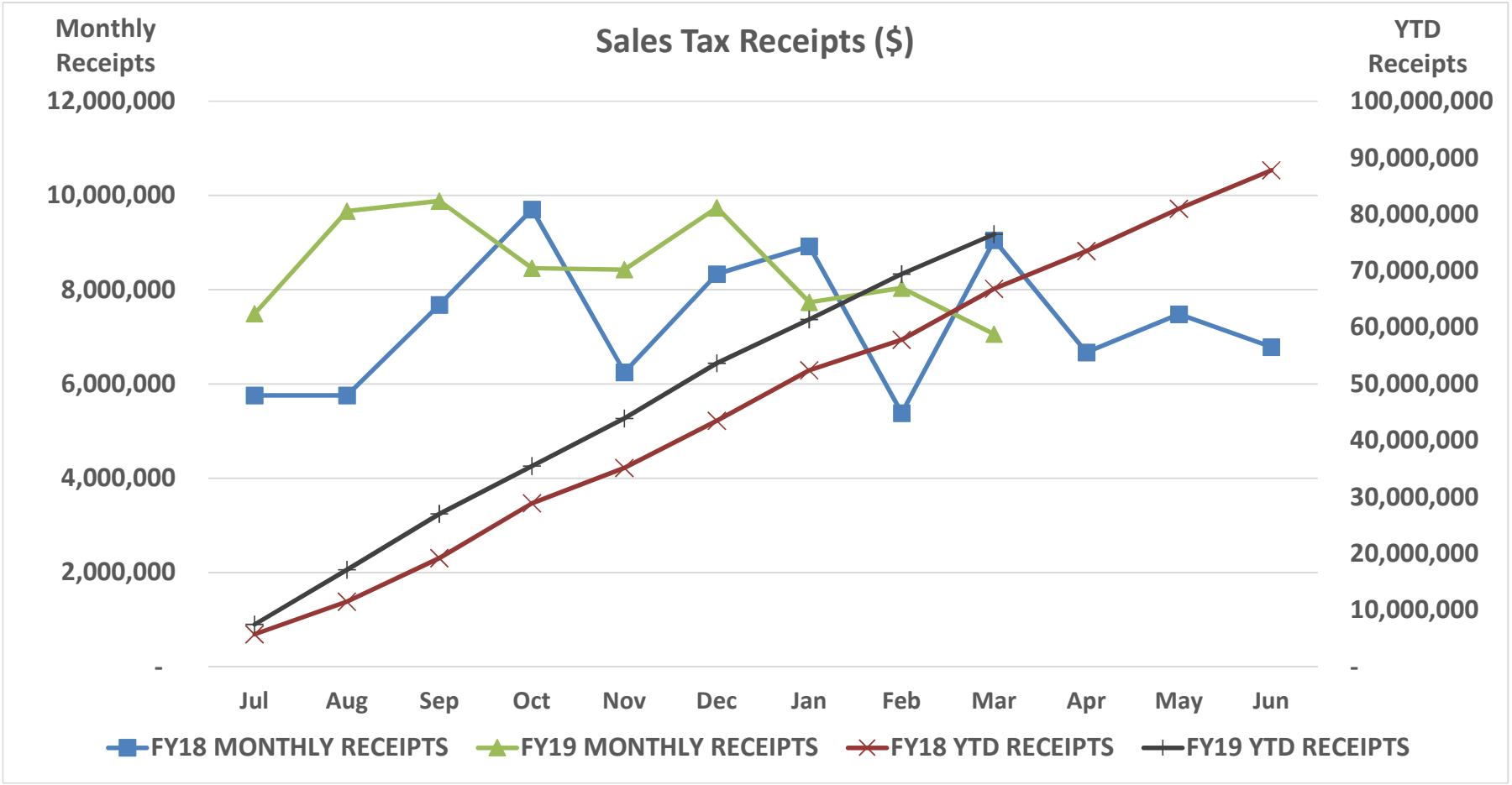
Yield to Maturity at Cost (YTM @ Cost) - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

Yield to Maturity at Market (YTM @ Market) - The internal rate of return of a security given the market price as of the report date and future expected cash flows.

Years to Effective Maturity – The average time it takes for securities in a portfolio to mature, taking into account the possibility that any of the bonds might be called back to the issuer.

Years to Final Maturity - The average time it takes for securities in a portfolio to mature, weighted in proportion to the dollar amount that is invested in the portfolio. Weighted average maturity measures the sensitivity of fixed-income portfolios to interest rate changes.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2019
MAY 2019



SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
May-19

Unit	Ref	Name	Amount	Method	Description
SMCTA	000274	OFFICE DEPOT	57.01	ACH	Office Supplies
SMCTA	000284	OFFICE DEPOT	533.41	ACH	Office Supplies
SMCTA	000275	MATSUMOTO, KARYL M.	100.00	ACH	Board Member Compensation
SMCTA	000276	GROOM, CAROLE	100.00	ACH	Board Member Compensation
SMCTA	000277	HORSLEY, DONALD	100.00	ACH	Board Member Compensation
SMCTA	000278	FRESCHET, MAUREEN ANN	100.00	ACH	Board Member Compensation
SMCTA	000279	BEACH, EMILY RANDOLPH	100.00	ACH	Board Member Compensation
SMCTA	000280	MEDINA, RICO E.	100.00	ACH	Board Member Compensation
SMCTA	004917	ROMERO, CARLOS	100.00	CHK	Board Member Compensation
SMCTA	004923	HURLEY, JOSEPH	115.00	CHK	Dues & Subscriptions
SMCTA	000283	KHOURI CONSULTING LLC	5,250.00	ACH	Legislative Advocate
SMCTA	004922	HOLLAND & KNIGHT LLP	3,500.00	CHK	Legislative Advocate
SMCTA	004911	SAN MATEO COUNTY TAX COLLECTOR	660.16	CHK	Parcel tax
SMCTA	004912	SAN MATEO COUNTY TAX COLLECTOR	660.16	CHK	Parcel tax
SMCTA	004916	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Advisory Fees
SMCTA	004928	PUBLIC FINANCIAL MANAGEMENT, INC.	9,250.00	CHK	Advisory Fees
SMCTA	000281	URS CORPORATION	39,512.59	ACH	Consultants (1)
SMCTA	004909	HANSON BRIDGETT LLP	67,680.00	CHK	Consultants (2)
SMCTA	004914	HANSON BRIDGETT LLP	6,403.00	CHK	Consultants (3)
SMCTA	004919	MARK THOMAS & COMPANY AND AECOM JV	38,497.38	CHK	Consultants (4)
SMCTA	004924	MARK THOMAS & COMPANY AND AECOM JV	43,000.41	CHK	Consultants (5)
SMCTA	004927	MARK THOMAS & COMPANY AND AECOM JV	33,212.04	CHK	Consultants (6)
SMCTA	004926	GRAY-BOWEN-SCOTT	20,159.47	CHK	Consultants (6)
SMCTA	004920	PACIFIC GAS & ELECTRIC COMPANY	4,630.40	CHK	Consultants (6)
SMCTA	004915	PACIFIC GAS & ELECTRIC COMPANY	6,986.33	CHK	Consultants (6)
SMCTA	004910	PENINSULA TRAFFIC CONGESTION RELIEF	274,030.00	CHK	Capital programs (7)
SMCTA	004918	CITY OF PACIFICA	119,730.30	CHK	Capital programs (8)
SMCTA	004913	CITY OF PACIFICA	7,230.50	CHK	Capital programs (9)
SMCTA	004921	SAN MATEO, COUNTY OF	157,176.32	CHK	Capital programs (10)
SMCTA	004925	SOUTH SAN FRANCISCO, CITY OF	3,985.01	CHK	Capital programs (11)
SMCTA	900159	DEPARTMENT OF TRANSPORTATION	1,159,986.41	WIR	Capital programs (12)
SMCTA	900160	DEPARTMENT OF TRANSPORTATION	6,575.78	WIR	Capital programs (13)
SMCTA	900162	DEPARTMENT OF TRANSPORTATION	5,760.92	WIR	Capital programs (14)
SMCTA	900161	PENINSULA CORRIDOR JOINT POWERS BOARD	708,057.07	WIR	Capital programs (15)
SMCTA	900164	PENINSULA CORRIDOR JOINT POWERS BOARD	1,049,212.56	WIR	Capital programs (15)
SMCTA	900163	PENINSULA CORRIDOR JOINT POWERS BOARD	3,867,246.35	WIR	Capital programs (16)
			7,649,048.58		

(1) 101 Peninsula Ave/Poplar I/C
(2) Express Lane Operations $57,520; Railroad Grade Sep Oversight $520;
(3) 101 HOV Ln Whipple - San Bruno $4,520; Pedestrian & Bicycle Oversight $1,883
(4) Hwy 1 Grey Whale Cove-Miramar
(5) 101 HOV Ln Whipple - San Bruno $41,572.9; 101 Interchange to Broadway $1,427.51
(6) 101 HOV Ln Whipple - San Bruno
(7) ACR Countywide TDM Prgm
(8) Route 1/Manor Drive Overcross
(9) San Pedro Creek/Rte 1 Bridge R
(10) Call for Proj-Ped&Bike FY14/15
(11) Railroad Avenue Extension
(12) 101 Interchange to Willow $1,158,323.35; US 101/SR 92 Direct Connector $1,663.06
(13) 101 HOV Ln Whipple - San Bruno
(14) US101/SR92 Interchang Area Imp
(15) 25th Ave Grade Separation
(16) Caltrain Electrification

AGENDA ITEM #9
JULY 11, 2019

Memorandum

Date: June 24, 2019

To: TA Board of Directors

From: Jim Hartnett, Executive Director

Subject: Executive Director's Report – July 11, 2019

101/92 Interchange Area Improvements Project and 101/92 Direct Connectors Project

The preparation of the Caltrans Project Study Report – Project Development Study (PSR-PDS) is currently underway for both the short-term Area Improvements and the long-term Director Connectors Projects. The Area Improvement Project focuses on improving local access from US 101 and reducing localized weaving conflicts.

Due to the severe traffic congestion on eastbound SR 92 during commute hours, the Direct Connectors Project will evaluate options to provide greater operational benefits in the vicinity of the US 101/SR 92 interchange, increasing person throughput, and encourage carpooling and transit use. This project will include the study of a reversible lane required by State Assembly Bill 2542 and any capacity-increasing alternatives. The project will also review the possibility of extending the reversible lane onto the San Mateo-Hayward Bridge by using available space on the bridge deck.

The Purpose and Need Statements for both projects will guide the process of developing study alternatives, which must be compatible with the US 101 Express Lanes Project currently under construction.

US 101/Broadway Interchange Landscaping Project

At the request of the City of Burlingame, TA staff and its consultant provided a status update on the US 101/Broadway Interchange follow-up highway planting project at the City Council meeting on June 17th. The landscaping within the City right-of-way was completed as part of the interchange construction project and was accepted by Caltrans in October 2018. The follow-up highway planting project focuses on the remaining landscaping areas within the State right-of-way. A presentation was made to provide an overview of the landscaping design concept, approach, and benefits. TA staff also shared the schedule, budget, and issues related to landscape project development, and discussed the next steps for implementation.

San Mateo101 Express Lanes

The newly formed San Mateo County Express Lanes Joint Powers Authority (JPA) held its first meeting on June 6 and elected Redwood City Councilmember Alicia Aguirre and County Supervisor Don Horsley as the Chair and Vice Chair respectively. The JPA will be the owner of the express lanes on US 101 in San Mateo County and will contract with the Bay Area Infrastructure and Financing Authority (BAIFA) for the operation of the facility.

As part of the ongoing outreach and coordination with local jurisdictions, the team provided a project update to the San Mateo City Council on June 17th, where they discussed relocating US 101 sound walls to accommodate the express lanes. The results of noise studies were presented alongside state and federal regulations and associated mitigation strategies. The team also solicited input on aesthetic opportunities to enhance the visual appearance of the residential side of the sound walls.

AGENDA ITEM #10 (a)
JULY 11, 2019

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: April Chan
Chief Officer, Planning, Grants & Transportation Authority

SUBJECT: **PROGRAMMING AND ALLOCATION OF MEASURE A FUNDS FOR THE BROADWAY BURLINGAME GRADE SEPARATION PROJECT**

ACTION

Staff recommends the Board:

1. Program and allocate $18,338,000 of Measure A Grade Separation Program funds to complete final design for the City of Burlingame's (City) Broadway Grade Separation Project (Project), which includes $18,152,417 in new funding plus the re-programming and re-allocation of $185,583 in cost savings from the completed Project Study Report (PSR); and

2. Authorize the Executive Director, or his designee, to take any actions necessary to program and allocate the subject funding, including the execution of agreements with the City and the Peninsula Corridor Joint Powers Board to provide funding to complete final design work, contingent upon the approval of the environmental clearance for the Project.

SIGNIFICANCE

At the San Mateo County Transportation Authority's (TA) November 7, 2013 meeting, the Board programmed and allocated $1.0 million in Measure A Grade Separation Program funds for the PSR. The PSR was completed in 2016 at a total cost of $814,417 with a cost savings of $185,583 that is proposed to help fund the final design phase of work.

At the TA's March 2, 2017 meeting, the Board programmed and allocated $3.85 million in Measure A Grade Separation Program funds for the preliminary engineering/environmental (PE/ENV) phase of the Project and the City provided $500,000 in local matching funds. At the TA's January 3, 2019 meeting, the TA programmed and allocated an additional $200,000 to the Project for re-design work associated with the planned relocation of a Peninsula Corridor Electrification Project (PCEP) traction power paralleling station necessitated by the Project. The PE/ENV phase of the Project is being led by the JPB and is projected to be complete by December 2019.

The City has requested $18,338,000 in Measure A Grade Separation Program funds for the Project to complete the final design phase of work. Securing this funding now is necessary to advertise and procure a design consultant to avoid delaying the Project schedule. A copy of the City's request letter is provided as Exhibit A. The JPB will continue to act as the lead implementing agency for the Project, and it is anticipated that a contract for final design will be advertised late summer 2019.

The cost of completing PS&E work is estimated at $19,838,000, which would come from the following sources:

Funding Source	Amount
New allocation of Measure A funds	$18,152,417
Re-allocation of Measure A funds from PSR	$185,583
City local match	$1,500,000
Total	$19,838,000

The Burlingame City Council approved the commitment of $1.5 million in matching funds for the PS&E phase of the Project with the adoption of its FY2019/2020 Budget at its June 17, 2019 meeting. Should the Board approve the City's current funding request for PS&E work, staff is recommending that the execution of a funding agreement be contingent upon approval of the environmental clearance for the Project.

The Project will include: the grade separation of Broadway, reconstruction of the Broadway Caltrain station to meet current standards (eliminating the existing hold-out rule that currently prohibits north and south bound trains from passing through the station at the same time), the relocation and reconfiguration of parking from the west to the east side of the tracks, a new pedestrian and bicycle access crossing in proximity to Carmelita Avenue, and the grade separation of an existing at-grade pedestrian/bicycle access at Morrell Avenue within close proximity to the existing crossing.

Conformance with the Grade Separation Program Guiding Principles

Per the Grade Separation Program Guiding Principles, revised by the Board at its September 2016 meeting, the TA may accept funding requests on an as-needed basis.

Staff evaluated the City's request with respect to the project evaluation criteria and has determined the Project can provide vital safety and circulation improvements. There have been numerous accidents at the Broadway at-grade crossing, many involving vehicles stopped on the tracks. The Broadway at-grade crossing is currently the highest-ranked crossing in the State on the California Public Utilities Commission's Grade Separation Priority List. Furthermore, the Project can help reduce emergency response times as the Caltrain corridor bisects the east and west sides of the City, alleviate traffic queuing on Broadway and east to the U.S. 101 ramps, and reduce traffic delays at nearby intersections with California Drive, Carolan Avenue and Rollins Road.

The Project can also help lessen congestion from increased vehicular traffic associated with future development, including the planned new Facebook campus on the east side of U.S. 101, and increased delay due to down crossing gates that will worsen with

the future increase of train traffic from Caltrain electrification and proposed service increases contemplated in the Caltrain Business Plan. The Project can also significantly improve access to the Broadway commercial district from U.S. 101, which can further support economic development.

Impact to the Measure A Grade Separation Program

Staff also reviewed the impact of this allocation to the Measure A Program. Approximately $31 million of collected revenue in the Measure A Grade Separation Program funds has yet to be committed to projects, which is more than sufficient to cover the current funding request. As this Project and other Measure A Pipeline grade separation projects progress further in the development process, there may be a need to borrow from other Measures A and W program categories or issue debt to continue to advance work.

Assuming $91 million in annual sales tax receipts, Measure A generates approximately $13.7 million annually and Measure W, with revenue collection set to begin this month, is anticipated to generate $2.3 million annually for grade separations. Approximately $299 million is projected to become available through the remaining life of Measure A (including collected funds yet to be committed to projects) and through the life of Measure W for grade separations.

A proposed funding plan for the Project through construction is included in Exhibit A. Given the limited amount of Measure A and W funding available for grade separations in relation to the total projected costs, there will be a need to secure a substantial amount of other external funding in order to complete work for the Project through construction.

BUDGET IMPACT

There is no impact to the budget as there is sufficient budget authority to fund the proposed allocation request.

BACKGROUND

Fifteen percent of Measure A and 2.5 percent of Measure W sales tax receipts are apportioned for Grade Separations. The intent of the Measure A and W grade separation programs is to reduce the number of rail/roadway at-grade crossings. Grade separations improve safety for drivers, bicyclists and pedestrians, and relieve traffic congestion.

Prepared by: Joel Slavit, Manager, Programming and Monitoring 650-508-6476

Exhibit A

The City of Burlingame

CITY HALL -- 501 PRIMROSE ROAD
BURLINGAME, CALIFORNIA 94010-3997

TEL: (650) 558-7200
FAX: (650) 566-9282
www.burlingame.org

May 8, 2019

Mr. Jim Hartnett
Chief Executive Officer
San Mateo County Transit District
1250 San Carlos Avenue
San Carlos, CA 94070-1306

Re: City of Burlingame Broadway Grade Separation Project

Dear Mr. Hartnett:

On March, 29, 2019, the City of Burlingame submitted a funding request to the San Mateo County Transportation Authority (SMCTA) to move the Broadway Grade Separation Project forward into the next phase of detailed engineering design (PS&E). The funding request was based on a cost estimate that has since been updated by the Peninsula Corridor Joint Powers Board (PCJPB). The cost estimate has been updated to reflect current market conditions, additional information acquired from current grade separation projects under construction, and updated PCJPB administrative costs. The urgency of the project and the project benefits were described in the previous request (attached).

In March of 2017, the SMCTA programmed and allocated $3.85M in Measure A funds for the preliminary engineering/environmental phase of the project. This phase is anticipated to be completed in the summer of 2019. In order to move the project forward to the next phase of detailed engineering design (PS&E), the City had previously committed $1.2M as a local match and requested the SMCTA to fund $13.5M from the Measure A Grade Separation Program. Based on the updated cost estimate, the City is now committing $1.5M as a local match for the next phase and requesting that the SMCTA fund $18.3M from the Measure A program. This will allow the project to continue its momentum through the development phase, save money and be shovel ready as soon as possible, and be in a competitive position to leverage regional, state, and federal grants. In an effort to continue moving the project forward, the City of Burlingame needs your assistance to fund the next phase through the Measure A Grade Separation Program.

The total estimated cost to complete the project is approximately $327M. This includes escalation to an assumed mid-point of construction in approximately 2025. The City has prepared a revised initial funding plan that outlines funding sources based on anticipated project costs over the next eight years (see attachment). The proposed funding plan shows that the City plans to contribute $15M of its own funds. The City is confident that the proposed draft funding sources are feasible and can keep the project on the proposed funding, design, and construction schedule with the support of the SMCTA.

We look forward to continuing our efforts with the SMCTA and PCJPB to advance this important project. If you have any questions or need additional information, please feel free to contact our Director of Public Works Syed Murtuza at (650) 558-7230.

Sincerely,

Donna Colson
Mayor

Enc: Revised Funding Plan Summary
March 29, 2019 Funding Request

C: City Council
Lisa K. Goldman, City Manager
Syed Murtuza, Director of Public Works
April Chan, Executive Officer Planning and Development, San Mateo Transit District
Joel Slavit, Manager of Programming and Monitoring, San Mateo County Transportation Authority

Table1 - Funding by Phase (Values in Thousands)

Project Phase	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	
PSR/Prelim. Eng/Environmental/PS-3	500	5,050											**5,550**
PS&E			19,838										**19,838**
ROW					24,000								**24,000**
Construction						100,000	60,000	50,000	40,000	27,302			**277,302**
Total	**500**	**5,050**	**19,838**	**0**	**24,000**	**100,000**	**60,000**	**50,000**	**40,000**	**27,302**	**0**	**0**	**326,690**

Table 2 - Funding by Source (Values in Thousands)

Project Phase	City of Burlingame	SMCTA Measure A	Measure W	Section 130	Section 190	SB1	OBAG2 (Plan 2040)	TIGER/ FASTLANE	TIRCP	INFRA	Cap and Trade	CA High Speed Rail	Total
PSR/Prelim. Eng/Environmental/PS-3	500	5,050											**5,550**
PS&E	1,500	18,338											**19,838**
ROW		24,000											**24,000**
Construction	13,000	74,302	15,000	20,000	20,000	5,000	15,000	35,000	25,000	30,000	25,000		**277,302**
Total	**15,000**	**121,690**	**15,000**	**20,000**	**20,000**	**5,000**	**15,000**	**35,000**	**25,000**	**30,000**	**25,000**	**0**	**326,690**

The City of Burlingame

CITY HALL -- 501 PRIMROSE ROAD
BURLINGAME, CALIFORNIA 94010-3997

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March 29, 2019

Mr. Jim Hartnett
Chief Executive Officer
San Mateo County Transit District
1250 San Carlos Avenue
San Carlos, CA 94070-1306

Re: City of Burlingame Broadway Grade Separation Project

Dear Mr. Hartnett:

With a daily average traffic count of over 70,000 vehicles, the Broadway corridor between U.S. Highway 101 and California ive is heavily travelled and is the most congested roadway in Burlingame. In fact, the traffic congestion and safety issues are some of the worst in San Mateo County due to the at-grade railroad crossing. The traffic safety problems at the Broadway at-grade railroad crossing are further exacerbated by the operation of the railroad safety gates to facilitate the safe crossing of trains. The majority of vehicle-to-vehicle and train-to-vehicle accidents along the corridor have been attributed to the at-grade railroad crossing.

Presently, the traffic delay is highest during the weekday PM peak, with a recorded delay in excess of 324 seconds (five minutes). The Project Study Report completed last year indicated that with no grade separation, the PM peak delay along the corridor is expected to increase dramatically, to 1,450 seconds (24 minutes), while the AM peak delay along the corridor would increase to 1,570 seconds (26 minutes) by 2040. These delays take into consideration the restoration of train service at the Broadway Caltrain Station and the projected increase of trains from the current 92 to 220 by 2030. Additionally, the Caltrain Business Plan, which is currently being prepared, projects the number of trains will increase almost 400% to meet the demand. The traffic congestion and delays today already pose an emergency response challenge. First responders, emergency services, and the general public will face impossible conditions in the future if the Broadway at-grade crossing is not addressed prior to Caltrain dramatically increasing its train service.

The need for a grade separation at the existing at-grade crossing at Broadway has been planned and discussed for quite some time, dating back to the 1960s, and is a top priority among grade separation candidates in all of California. In fact, the Broadway at-grade crossing is the highest priority grade separation project on the California Public Utilities Commission's list of 36 high priority projects throughout California for fiscal year 2019-20.

The City of Burlingame values and appreciates the support that the San Mateo County Transportation Authority (SMCTA) and the Peninsula Corridor Joint Powers Board (PCJPB) have shown for the Broadway Grade Separation Project. The SMCTA Board approved a $1M Measure A grant to the City in 2014 to undertake public outreach and a preliminary planning study for Project. With that contribution, the City conducted an extensive public outreach program that included the development and

valuation of six project alternatives. Through a number of public outreach and City Council meetings, the City reduced the six alternatives to one preferred alternative. The preferred alternative, which would partially elevate the railroad and partially lower Broadway and the adjoining streets, including California Drive and Carolan Avenue, has the least impacts to surrounding properties and railroad operations and is the most pragmatic approach. On May 16, 2016, the Burlingame City Council unanimously voted to support the preferred alternative and advance the Project. The evaluation of alternatives, recommendations, and cost estimates is documented in the Project Study Report (PSR), and a 3D animation of the preferred alternative (Alternative A) is on the Project's website at www.burlingame.org/broadwaygradesep.

Moreover, in March of 2017, the SMCTA programmed and allocated $3.85M in Measure A funds for the preliminary engineering/environmental phase of the project. We anticipate this phase to be completed in the summer of 2019. The City of Burlingame now needs your assistance to fund the next phase of the Project through the Measure A Grade Separation Program. In order to move the project forward to the next phase of detailed engineering design (PS&E), the City is committing $1.2M as a local match and requesting that the SMCTA fund $13.5M from the Measure A Grade Separation Program. This will allow the Project to not lose momentum in the development phase, save money, be shovel ready as soon as possible, and put it in a competitive position to leverage regional, state, and federal grants.

The total estimated cost to complete the Project is approximately $274M. This includes escalation to an assumed mid-point of construction in approximately 2025. The City has prepared a draft initial funding plan that outlines funding sources based on anticipated Project costs over the next eight years (see attachment). The proposed funding plan shows that the City plans to contribute $15M of its own funds. The City is confident that the proposed draft funding sources are feasible and can keep the Project on the proposed funding, design, and construction schedule with the support of SMCTA.

Project Benefits:

A grade separation at Broadway will provide crucial safety improvements. Since 1985, eight accidents have been recorded at the Broadway crossing itself, and these are included in the Federal Railroad Administration database. All eight incidents involved a vehicle being struck by a train while stopped on the tracks. One of the eight accidents was fatal, and one involved an injury. In December of 2016, there was a pedestrian fatality. Grade separating the tracks will eliminate conflicts between trains and motor vehicles, bicyclists, and pedestrians. Since this segment of rail will be elevated, the Project will also reduce trespassing, therefore increasing safety.

Broadway is the only local surface crossing in the vicinity. The next closest crossings are the at-grade crossing at Oak Grove Avenue, which is 0.8 miles to the south, and the overcrossing at Millbrae Avenue, which is 1.5 miles to the north. Broadway is also a primary east-west crossing for all modes of travel, including police, fire, and emergency medical personnel. With the near-term Caltrain Electrification Project and the future implementation of the Caltrain Business Plan, the corridor will experience a significant increase in train volumes. In addition, Caltrain plans to re-open the Broadway Station on weekdays, further increasing delays with trains stopped at Broadway. A grade separation at Broadway will allow traffic to move more freely, reduce overall travel times, increase safety, and benefit Caltrain operations by reducing potential incidents.

For these reasons, it is critical that the Broadway Grade Separation project move forward. Your funding commitment will enable the partnership between the City and the PCJPB to complete the final design documents. Completion of the PS&E phase will enable the Project to be "shovel ready", which will better position the Project for funding opportunities and keep it on schedule. Delaying the funding will result in increased construction costs, thereby adding further difficulties in implementing the Project.

We look forward to continuing our efforts with the SMCTA and PCJPB to advance this important Project. If you have any questions or need additional information, please feel free to contact our Director of Public Works Syed Murtuza at (650) 558-7230.

ıcerely,

Donna Colson
Mayor

Enc: Funding Plan Summary

c: City Council
Lisa K. Goldman, City Manager
Syed Murtuza, Director of Public Works
April Chan, Executive Officer Planning and Development, San Mateo Transit District
Joel Slavit, Manager of Programming and Monitoring, San Mateo County Transportation Authority
Gary Fleming, Director of Capital Program Delivery

RESOLUTION NO. 2019 –

BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA

*** * ***

PROGRAM AND ALLOCATE $18.338 MILLION IN MEASURE A FUNDS FROM THE GRADE SEPARATION PROGRAM CATEGORY TO THE BROADWAY GRADE SEPARATION PROJECT

WHEREAS, on June 7, 1988, the voters of San Mateo County approved a ballot measure known as "Measure A," which increased the local sales tax in San Mateo County by one half percent with the new tax revenue to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan (Expenditure Plan) presented to the voters; and

WHEREAS, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the San Mateo County Transportation Authority (TA) of the "New Measure A" half-cent sales tax transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009; and

WHEREAS, grade separation improvements are qualified expenditures under the 1988 Transportation Expenditure Plan, and the 2004 Transportation Expenditure Plan designates 15 percent of the New Measure A revenue to fund grade separation projects; and

WHEREAS, the City of Burlingame has submitted a request for $18,338,000, to supplement $1.5 million in local matching funds to complete the final design for the Broadway Grade Separation Project (Project); and

WHEREAS, supported by the updated guidance from the Guiding Principles for Project Selection approved by the TA Board of Directors (Board) at its September 1, 2016 meeting, TA staff evaluated the proposal based on the Project's ability to meet the established evaluation criteria; and

WHEREAS, staff has determined that the Project will significantly improve safety, local mobility, and operational flexibility of the railroad, and supports economic development and the leveraging of external funding, and staff has taken into account the Project's ranking on the California Public Utilities Commission's Grade Separation Priority List; and

WHEREAS, though there is sufficient funding available to cover the current funding request, the TA may need to borrow from other Measure A programs to advance program delivery for future funding requests for subsequent phases of the Project as well as funding requests that may be submitted for other grade separations; and

WHEREAS, staff recommends the Board require that the execution of a funding agreement for the Project be contingent on the completion of environmental clearance.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby:

1. Programs and allocates $18,338,000 in Measure A Grade Separation Program Category funds to complete final design for the Project; and
2. Authorizes the Executive Director or his designee to execute any necessary documents or agreements, contingent on the approval of the environmental clearance for the Project; and
3. Authorizes the Executive Director or his designee to take any additional actions necessary to give effect to this resolution.

Regularly passed and adopted this 11th day of July, 2019 by the following vote:

AYES:

NOES:

ABSENT:

_____

Chair, San Mateo County Transportation Authority

ATTEST:

_____

Authority Secretary

AGENDA ITEM #11 (a)
JULY 11, 2019

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE AND APPROVAL OF LEGISLATIVE PROPOSALS**

ACTION

Staff recommends that the Board:

1. Receive the attached Federal and State Legislative Updates
2. Approve the recommended San Mateo County Transportation Authority positions on those pieces of legislation designated for action on the attached Federal Report.

SIGNIFICANCE

The 2019 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board, and specifies those bills on which staff proposes that the District take a formal position.

Prepared By: Casey Fromson, Government and Community Affairs Director 650-508-6493

KADESH & ASSOCIATES, LLC

Federal Update
San Mateo County Transportation Authority
June 2019

Appropriations

The House is moving through its FY20 appropriations bills quickly. The first omnibus package was on the House floor this week and is scheduled to be completed next week. This package includes defense, labor-HHS, energy-water, and foreign operations. The second package of bills has already been announced and will include the FY20 THUD bill that contains the net installment of the PCEC FFGA funding. The House will consider this second package as soon as it disposes of the first.

The Senate has yet to start work on any of its FY20 bills and appears content to let the House complete its work before moving ahead. The Committee has set a markup for June 19 for the most recent supplemental request to cover border related issues. Nothing has been set for the FY20 bills. Recall, the budget picture in the Senate is very different and leadership there has indicated it will hew to the President's budget request which boosts defense spending and cuts the domestic accounts. This is being seen as a negotiating tactic more than anything else, but the effect has been to slow funding work down considerably. A spending deal is expected sometime this year – and negotiations with the WH really kicked into ger this week – but no one has been willing to handicap when that will happen or what the outcome will be. We will keep the County posted on new developments.

Infrastructure

As well as approps is moving, efforts on infrastructure legislation appear to be failing. A few weeks ago, the WH and congressional leadership met to discuss infrastructure funding. That meeting ended when the President demanded an end to any/all congressional investigations into him and his administration in exchange for even agreeing to sit down to negotiate on the issue. There have been no further discussions.

House T&I chairman, Peter DeFazio (D-OR), continues pushing the case for an infrastructure package and has passed a harbor maintenance bill to reform the way those funds are spent. His next step will be to increase the airline ticket tax that airports can charge to pay for airport improvements. The final leg of his effort - and the most challenging - will be to try to raise the gas tax to pay for additional highway spending.

The current highway bill expires at the end of next year and the Chairman is hoping to use that as a vehicle for additional infrastructure spending. This is still very much a work in progress and is, by no means, close to being finished.

This month, Kadesh & Associates worked with TA staff on the FAA's recent enforcement of its rule governing the use of sales tax revenue generated from the sale of aviation fuel. This is an ongoing issue.

Bills of Interest

HR 2939 The State and Local General Sales Tax Protection Act: Representative Napolitano (D-CA) has introduced H.R. 2939, the State and Local General Sales Tax Protection Act, to protect the State of California and its cities from the Federal Aviation Administration's (FAA) recent threat to withhold $250 million annually in FAA grants to California airports and divert over $70 million in state and local general sales taxes away from their intended purpose. This legislation would overturn the 2014 FAA policy change requiring state and local governments in California and across the country to use general sales taxes collected on aviation fuel for airport purposes.

Although California has been one of the first states to receive an enforcement threat, this legislation will protect every state and local government in the country that have general sales taxes that include aviation fuel.

We recommend the Transportation Authority support this bill.

June 17, 2019

TO: Board Members, San Mateo County Transportation Authority
FROM: Gus Khouri, Principal
Khouri Consulting

RE: STATE LEGISLATIVE UPDATE – JULY

On June 13, the legislature approved AB 74, the Budget of 2019, which provides a $147.8 billion State General Fund expenditure plan, and leaves $19.4 billion in reserves. The plan spends an additional $770 million over what Governor Newsom proposed in his May Revision, predominantly towards education and addressing homelessness, including $252 million for the Department of Motor Vehicles (DMV) to implement Real ID cards.

Tightening the Nexus Between Housing and Transportation

Governor Newsom states that going forward, the state will strongly encourage jurisdictions to contribute to their fair share of the state's housing supply by linking housing production to certain transportation funds and other applicable sources, if any. The Administration will convene discussions with stakeholders, including local governments, to assess the most equitable path forward in linking transportation funding and other potential local government economic development tools to make progress toward required production goals.

The May Revision repurposes $500 million from the $750 million previously dedicated to general purpose incentive payments for the Infill Infrastructure Grant Program administered by the Department of Housing and Community Development (HCD).

The Infill Infrastructure Grant Program provides gap funding for infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Under the augmented Infill Infrastructure Grant Program, developers and local governments can partner to apply for infrastructure funding. At the same time, certain areas designated as infill may also qualify as federal Opportunity Zones and provide additional tax benefits to investors to spur development of economically distressed communities by guiding investment toward mixed-income housing. The budget trailer bill on this issue has yet to be introduced. We will continue to monitor.

Cap-and-Trade Program

In recognition of the continued strength of the cap-and-trade program, the budget includes $485 million for the Low Carbon Transportation program in the proposed cap-and-trade expenditure plan. This is a reduction of $52 million from the May Revise, but an increase of $130 million compared to the January Budget proposal. This program provides incentives for the purchase of zero-emission vehicle technology and replacement of older diesel buses with renewable-fuel alternatives. Of this amount, the budget proposes to allocate $182 million for the Clean Truck, Bus, and Off-Road Freight Equipment Program.

Bills of Interest

1. **SB 277 (Beall)** is currently a spot bill but will be amended to convert the allocation method for the Local Partnership Program (LPP). The LPP provides $200 million annually for jurisdictions that have secured a voter-approved tax or fee dedicated for transportation purposes. It is split 50/50 between a formulaic share and a competitive program administered by the CTC. SMCTA and SamTrans collectively receive roughly $3.4 million annually from the formulaic share ($840K and $2.6M, respectively), but also succeeded in receiving $20 million from the competitive program in May 2018 to fund Phase 1 of the 101 Managed Lanes Project. ***Discussions are still fluid, but an accommodation could be made to allow agencies to bank revenues and accrue funding over multiple years before dedicating resources towards certain priorities. SMCTA will continue to monitor this bill.***

SMCTA Bill Matrix – July 2019

Measure	Status	Bill Summary	Recommended Position
AB 11 **Chiu (D)** **Community Redevelopment Law of 2019**	4/25/19 Assembly Appropriations Committee Held in Committee	This bill would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements. The bill would require: • A public hearing process, and the adoption of a resolution that city or county to submit the resolution of intention to the Strategic Growth Council (SGC) for a determination as to whether the agency would promote statewide greenhouse gas reduction goals. • The SGC to approve formation of the agency if it determines that formation of the agency both (1) would not result in a state fiscal impact, determined as specified by the State Controller, that exceeds a specified amount and (2) would promote statewide greenhouse gas reduction goals. • Not less than 30% of all taxes allocated to the agency from an affected taxing entity be deposited into a separate fund, established by the agency, and used for the purposes of increasing, improving, and preserving the community's supply of low- and moderate-income housing available at an affordable housing cost, as provided. The bill would allow an agency to conduct bond financing. • The Director of the Department of Finance to adjust percentages of General Fund for school districts and community colleges to ensure no fiscal impact. **Amended on 4/11**	**Watch**
AB 40 **Ting (D)** **Zero-Emission Vehicles**	4/8/19 No longer relevant as $1.5M appropriated in state budget to study this purpose.	This bill, no later than January 1, 2021, would require the California Air Resources Board (CARB) to develop a comprehensive strategy to ensure that the sales of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles by 2040.	**Watch**
AB 147 **Burke (D)** **Out of State Business Tax Collection**	5/1/19 Chapter 5, Statutes of 2019	Modernizes California law consistent with the United States Supreme Court holding in *Wayfair*, which allows this state to impose a use tax collection duty on remote retailers with specified levels of economic activity in California, even though they do not have a physical presence here.	**Watch**

SMCTA Bill Matrix – July 2019

Measure	Status	Bill Summary	Recommended Position
AB 148 **Quirk-Silva (D)** **Regional Transportation Plans: Sustainable Communities Strategy**	1/24/19 Assembly Transportation Committee Two-Year Bill	Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. The existing law also requires: • The regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy which would, among other things, identify areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified. • The State Air Resources Board, on or before September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. • Each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4 or 5 years, as specified. This bill would require each sustainable communities strategy to also identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified.	**Watch**
AB 185 **Grayson (D)** **California Transportation Commission: Joint Meetings**	6/11/19 Senate Transportation Committee	Existing law requires the CTC and the State Air Resources Board to hold at least 2 joint meetings per calendar year to coordinate their implementation of transportation policies. This bill would require the Department of Housing and Community Development to participate in those joint meetings with the CTC and CARB.	**Watch**
AB 252 **Daly (D)** **Caltrans: NEPA**	6/11/19 Senate Appropriations Committee	This bill would remove the sunset date (January 1, 2020) for Caltrans being able to use the National Environmental Policy Act (NEPA) delegation to streamline environmental review for projects with federal funding, allowing for environmental review of projects to be expedited. The bill is sponsored by the Self-Help Counties Coalition (SHCC). SMCTA supported the previous version, AB 28 (Frazier) of 2017, which was also sponsored by SHCC, and had extended the sunset date from January 1, 2017 to January 1, 2020.	**Supported** **4/4/2019**

SMCTA Bill Matrix – July 2019

Measure	Status	Bill Summary	Recommended Position
AB 285 Friedman (D) **California Transportation Plan**	6/11/19 Senate Environmental Quality Committee	Under existing law, Caltrans is required to prepare the California Transportation Plan (CTP), which looks at the movement of goods and people, and how the state will achieve greenhouse gas emission goals. This bill would require Caltrans to address in the CTP how statewide greenhouse gas emission goals will be reduced by 2030 and attain the air quality goals described in California's state implementation plans required by the federal Clean Air Act. The bill was amended to require a forecast of the impacts of advanced and emerging technologies over a 20-year horizon on infrastructure, access, and transportation systems and a review of the progress made to implement CTPs. **Last amended on 6/3**	**Watch**
AB 352 Garcia (D) **Greenhouse Gas Reduction Fund: Investment Plan & Transformative Climate Communities Program**	5/30/19 Senate Rules Committee	This bill, beginning July 1, 2020, would require state agencies administering competitive grant programs that allocate moneys from the Greenhouse Gas Reduction Fund, such as the California Air Resources Board and Strategic Growth Council to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to include a specified application timeline, to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications, and to require grant eligibility and scoring criteria to define a disadvantaged community consistent with specified allocation requirements of the Greenhouse Gas Reduction Fund so as not to preclude low-income communities, as defined, from applying for or being awarded a grant. **Amended on 3/14**	**Watch**
SB 5 Beall (D) **Local-State Sustainable Investment Incentive Program**	6/10/19 Assembly Housing Committee	This bill would establish the Local-State Sustainable Investment Incentive Program, to authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply for funding for eligible projects include, among other things, construction, predevelopment, development, acquisition, rehabilitation, and preservation of workforce and affordable housing, certain transit-oriented development, and "projects promoting strong neighborhoods." Funding would be available in the amounts of $200,000,000 per year from July 1, 2020, to June 30, 2025, and $250,000,000 per year from July 1, 2025, to June 30, 2029. The source of money would come from reductions in annual ERAF contributions for applicants for projects approved pursuant to this program. **Last amended on 5/24**	**Watch**

SMCTA Bill Matrix – July 2019

Measure	Status	Bill Summary	Recommended Position
SB 25 **Caballero (D)** **CEQA: Qualified Opportunity Zones**	6/6/19 Assembly Natural Resources Committee	This bill would, until January 1, 2025, establish specified procedures under CEQA for the administrative and judicial review of the environmental review and approvals granted for projects located in qualified opportunity zones that are funded, in whole or in part, by specified funds. The bill would require the Judicial council by September 1, 2020, to adopt rules of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification or adoption of an environmental review document or the granting of project approvals, including any appeals to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to those projects located in a qualified opportunity zone. The bill would require a party seeking to file an action or proceeding pursuant to CEQA to provide the lead agency and the real party in interest a notice of intent to sue within 10 days of the posting of a certain notice and would prohibit a court from accepting the filing of an action or proceeding from a party that fails to provide the notice of intent to sue. ***Last* Amended on 4/30**	**Watch**
SB 43 **Allen (D)** **Carbon Taxes**	6/6/19 Assembly Natural Resources Committee	This bill would require the California Air resources Board (CARB), by no later than January 1, 2022, to submit a report to the Legislature on the findings of a study to propose, and to determine the feasibility and practicality of assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law. **Last amended on 5/21**	**Watch**
SB 50 **Wiener (D)** **Planning and Zoning: Housing Development & Equitable Communities Incentive**	5/16/19 Senate Appropriations Committee Two-Year Bill	This bill would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development that is either a job-rich housing project or a transit-rich housing project. The bill would provide counties with a populations greater than 600,000 that are eligible for an equitable communities incentive receive to receive waivers from maximum controls on density and automobile parking requirements greater than 0.5 parking spots per unit, and specified additional waivers if the residential development is located within a $^1/_2$-mile or $^1/_4$-mile radius of a major transit stop, as defined. The bill would authorize a local government to modify or expand the terms of an equitable communities incentive, provided that the equitable communities incentive is consistent with these provisions. The bill would also delay implementation of this bill in sensitive communities, as defined, until July 1, 2020, as provided. **Last Amended on 6/4**	**Watch**

SMCTA Bill Matrix – July 2019

Measure	Status	Bill Summary	Recommended Position
SB 127 **Weiner (D)** **Transportation Funding: Complete Streets**	6/6/19 Assembly Transportation Committee	Existing law establishes the Active Transportation Program (ATP)in Caltrans for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, and declares the intent of the Legislature that the program achieve specific goals, including, among other things, increasing the proportion of trips accomplished by biking and walking and the safety and mobility for nonmotorized users. This bill would establish an Active Transportation Asset Branch within the Transportation Asset Management Office within Caltrans and require the Transportation Asset Management Plan program manager to develop and meaningfully integrate performance measures into the asset management plan to encourage mode shift. The bill would require the CTC to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities. The bill would require the CTC, in connection with the asset management plan, to adopt performance measures that include conditions of bicycle and pedestrian facilities, accessibility and safety for pedestrians, bicyclists, and transit users, and vehicle miles traveled on the state highway system. The bill would require that SHOPP projects include capital improvements relative to accessibility for pedestrians, bicyclists, and transit users. The bill would also require that each project include in its budget the cost of pedestrian and bicycle facilities. The bill would require that the plain language performance report developed by Caltrans, in consultation with the CTC, include a description of pedestrian and bicycle facilities on each project, including the number, extent, and cost of the elements relative to the overall project. The bill provides an opportunity to address multi-modal solutions. While the SHOPP is oversubscribed in its ability to address maintenance needs on the state highway system, local jurisdictions are held to the same standards, but state highway projects do not always include active transportation features. **Amended on 5/17**	**Watch**
SB 128 **Beall (D)** **Enhanced Infrastructure Financing Districts**	5/2/19 Assembly Local Government Committee	Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Existing law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. Existing law requires the proposal submitted to the voters by the public financing authority and the resolution for the issuance of bonds following approval by the voters to include specified information regarding the bond issuance. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters. The bill would require that three public hearings be held on an enhanced infrastructure financing plan. The bill would require the resolution to issue bonds to contain specified information related to the issuance of the bonds. **Amended on 3/21**	**Watch**

SMCTA Bill Matrix – July 2019

Measure	Status	Bill Summary	Recommended Position
SB 137 **Dodd (D)** **Federal Transportation Funds**	6/3/19 Assembly Transportation Committee	Existing federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Existing law provides for the allocation of certain of those funds to local entities, and for the exchange of federal and state transportation funds between local entities and the state under certain circumstances. This bill would authorize Caltrans to allow these federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department.	**Watch**
SB 152 **Beall (D)** **Active Transportation Program**	5/16/19 Senate Appropriations Committee Held in Committee	Under existing law, the Active Transportation Program (ATP) is a competitive program that requires the CTC to award 50% of available funds to projects competitively awarded by the commission on a statewide basis, 10% of available funds to projects in small urban and rural regions, and the remaining 40% of available funds to projects selected by metropolitan planning organizations (MPO) in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population. This would modify the ATP to have 60% of all funding to go directly to MPOs, 15% to small urban and rural areas, and retain 25% to be allocated by the CTC on a competitive basis. **Last Amended on 4/25**	**Watch**
SB 277 **Beall (D)** **Transit Development: Transit Funds**	6/4/19 Assembly Transportation Committee	This is currently a spot bill that may be used to reformulate the current 50/50 formula to competitive program distribution of Local Partnership Program Funds.	**Watch**

SMCTA Bill Matrix – July 2019

Measure	Status	Bill Summary	Recommended Position
SB 526 **Allen (D)** **Regional Transportation Plans: Greenhouse Gas Emissions**	5/16/19 Senate Appropriations Committee Held in Committee	This bill would require the California Air Resources Board (CARB) to adopt a regulation that requires a metropolitan planning organization to provide any data that CARB requests to determine if the metropolitan planning organization is on track to meet its 2035 greenhouse gas emission reduction target. CARB would be required to determine if each metropolitan planning organization is on track to meet its 2035 greenhouse gas emissions reduction target. The bill would require the action element prepared by a metropolitan planning organization to identify near and long-term steps to be taken to implement a sustainable communities strategy and achieve the greenhouse gas emission reduction targets established by the state board. This bill would establish an interagency working group to be administered by the Strategic Growth Council to develop and implement a State Mobility Action Plan for Healthy Communities to ensure that regional growth and development is designed and implemented in a manner to achieve the state's environmental, equity, climate, health and housing goals. The bill would require the plan to include specific actions, measures, and timelines, and an investment strategy. The bill would require the interagency working group to submit the plan to the Legislature by December 31, 2020, and every 4 years thereafter. This bill would make MTC responsible for new planning activities outside of the current purview of a regional transportation planning and could also jeopardize funding for safety projects by giving highest priority to projects that reduce greenhouse gas emissions. **Amended on 4/30**	**Watch**

AGENDA ITEM #11 (b)
JULY 11, 2019

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Jim Hartnett
Executive Director

FROM: April Chan
Chief Officer, Planning, Grants and Transportation Authority

Seamus Murphy
Chief Communications Officer

SUBJECT: **TA STRATEGIC PLAN 2020-2024**

ACTION

No action is required. This item is being presented to the Board for information only.

SIGNIFICANCE

At the TA Board Meeting in December 2018, staff presented the proposed work scope for the TA Strategic Plan 2020-2024 and the Board programmed and allocated $350,000 for its preparation. At the TA's March 2019 meeting, staff informed the Board that work was initiated with the on-boarding of consultants and provided an update on the proposed public outreach process.

There has been a significant amount of activity since March with regard to the preparation of material that sets the context for the Plan as well as the policy framework and guidance. There have been a series of meetings sharing information and soliciting input from the Stakeholder Advisory Group (SAG) and a Technical Advisory Group (TAG) that were vested partners in the Get Us Moving (GUM) effort. The SAG is comprised of representatives from over 70 community partners, business representatives and civic organizations and the TAG is comprised of representatives from the County, cities in the County, and other public agency partners. In addition, staff has sought input from and coordinated Plan development material with the Strategic Plan Ad Hoc Committee.

Further information on draft material that helps set the plan context, proposed policy framework and guidance, and initial feedback from the public outreach process will be provided via a separate PowerPoint presentation. Collateral material distributed as part of the public outreach is attached as Exhibit A and further information pertaining the Measure A Highway Program Pipeline projects, as called out in the Project Selection Processes (slide 11), is attached as Exhibit B.

BUDGET IMPACT

There is no impact to the Budget from this information item.

BACKGROUND

The TA Strategic Plan 2020-2024 will provide the policy framework and program implementation guidance for the Measure A and for the portion (50% of the sales tax receipts) of the Measure W that will be administered by the TA.
The Measure A sales tax was reauthorized in 2004 for a period of 25 years by the voters of San Mateo County (New Measure A). New Measure A took effect on January 1, 2009 and will expire December 31, 2033.

On November 6, 2018, the voters of San Mateo County approved Measure W, known as the 2018 San Mateo County Transit District Retail Transactions and Use Tax Ordinance that was spearheaded by GUM. Measure W is a new 30-year half-cent sales tax for transportation programs and projects that will take effect July 1, 2019 and expire June 30, 2049. Though the District is imposing the tax and administering investments in the County Public Transportation Systems category in the associated Congestion Relief Plan, the TA is responsible for administering the other categories, which include: Countywide Highway Congestion Improvements; Local Safety, Pothole and Congestion Relief Improvements; Bicycle and Pedestrian Improvements; and Regional Transit Connections.

Prepared by: Joel Slavit, Manager, Programming and Monitoring 650-508-6476

SAN MATEO COUNTY Transportation Authority

Strategic Plan 2020-2024 Factsheet

What is the 2020-2024 Strategic Plan?

Every five years, the San Mateo County Transportation Authority updates its Strategic Plan. The purpose of the 2020-2024 Strategic Plan document is to develop the policy framework and implementation plan for the new Measure W programs and for the continuation of the existing Measure A programs.

The Strategic Plan development process involves the following components:

- **Extensive community engagement:** meeting regularly with a Stakeholder Advisory Group and a Technical Advisory Group and holding events during the late spring and summer of 2019 across the County to gather public feedback from community advocates, business leaders, local city and county staff, and people like you.
- **Planning context:** includes an analysis of existing conditions and projected trends pertaining to transportation and land use, a peer review of other public transportation funding agencies, and a high level needs analysis for key program categories.
- **Development of the policy framework** that includes, but is not limited to: project selection processes, eligible project sponsors, project evaluation criteria building on what exists for Measure A and incorporating criteria that support the Core Principles laid out in Measure W.

Timeline: Development and finalizing the 2020-2024 Strategic Plan by the end of 2019.

Follow us at **www.smcta.com/StrategicPlan**

How can I participate?

The Strategic Plan will involve community events across the County, which we encourage you to attend.

Upcoming Events

Wednesday, June 12 @ 6 pm
San Mateo Open House
San Mateo Public Library (Oak Room)
55 W 3rd Ave, San Mateo

Saturday, June 15 @ 9 am - 1 pm
Half Moon Bay Coastside Farmers' Market
Shoreline Station, Half Moon Bay

Sunday, June 16 @ 9 am - 1:30 pm
Burlingame Farmers' Market
Downtown Burlingame
(Park and Burlingame Ave), Burlingame

Thursday, June 20 @ 6 pm
Pacifica Open House
Pacifica Community Ctr. (Auditorium)
540 Crespi Dr, Pacifica

Tuesday, June 25 @ 6 pm
Menlo Park Open House
Menlo Park Senior Center (Ballroom)
110 Terminal Ave, Menlo Park

Thursday, June 27 @ 6:30 pm
South San Francisco Open House
Municipal Building (Council Chambers)
33 Arroyo Dr, South San Francisco

Please take our online survey!

www.smcta.com/Survey

Visit the Strategic Plan website
The website also contains the online survey
www.smcta.com/StrategicPlan

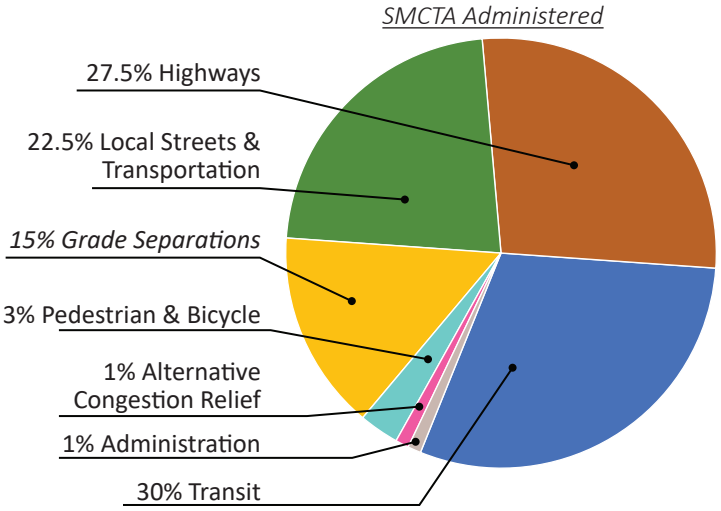
Contact us
smcta2024@gmail.com

What are Measures A and W?

Measures A and W each establish a half-cent sales tax to fund transportation projects across the County

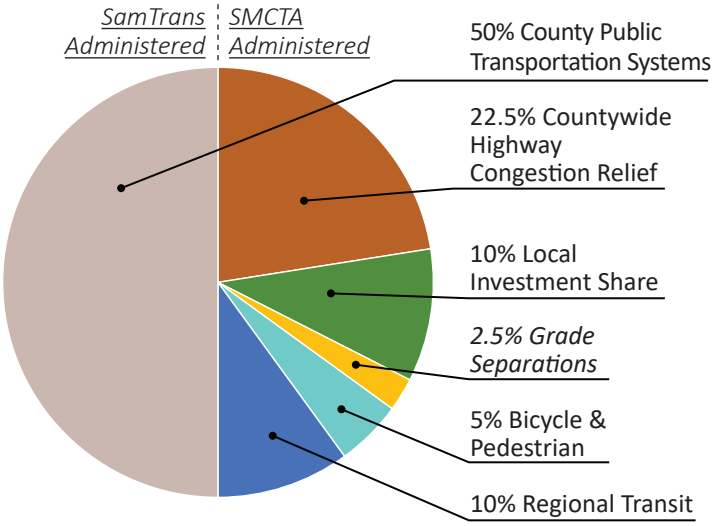
Measure A

Measure A was originally approved by voters in 1988 and re-authorized in 2004 to generate funds from 2009 through 2033. Measure A is expected to produce approximately $90 million annually administered by the San Mateo County Transportation Authority (in today's dollars) for projects in the six categories shown in the chart below. Examples of projects already funded by Measure A include Caltrain Electrification, San Mateo US 101 Express Lanes, and the 25th Avenue Grade Separation of Caltrain.



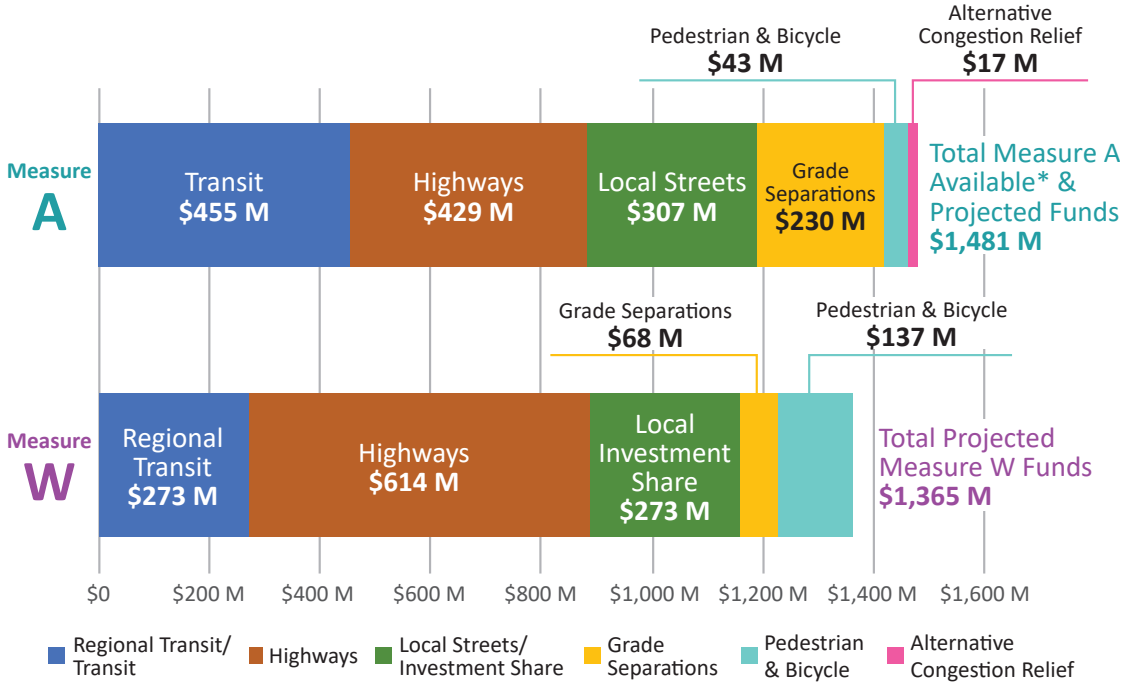
Measure W

Measure W is an additional half-cent sales tax approved by voters in 2018 for a 30-year period. Measure W is expected to generate approximately $45 million annually for the Transportation Authority to administer for transportation projects in the County. These funds are distributed across five categories shown in the chart below. (The other $45 million will be administered by SamTrans.)



Measures A and W Projected Funding Availability

Total available* and projected Measure A funds and projected SMCTA-administered Measure W funds for programs and projects

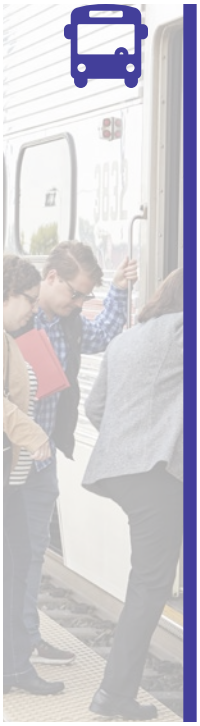


** "Total available" means collected Measure A revenue yet to be committed to projects as of the end of CY 2018.*

SAN MATEO COUNTY Transportation Authority

Strategic Plan 2020-2024

Recently Funded Measure A Projects



Transit

Caltrain upgrades and improvements, including:

- **Peninsula Corridor Electrification Project (PCEP):** Electrification of the Caltrain Corridor and purchase of electric multiple unit (EMU) trains. Currently under construction.
- **South San Francisco Caltrain Station Improvements Project:** Replacement of the existing station to meet current safety standards with improved access. Currently under construction.
- **San Mateo Bridges Project:** Replacement of four 100+ year old railroad bridges in San Mateo. Completed in 2016.

Shuttles

The TA helps fund a robust shuttle system to provide critical first-last mile connections to regional transit and meet local mobility needs.

Ferry Financial Feasibility Study and Cost/Benefit Analysis

Underway to determine viability of a new ferry terminal and the operation of new service in Redwood City.

Highways

San Mateo US 101 Express Lanes, I-380 to terminus of Santa Clara County Express Lanes

Creation of express lanes for use by HOV3+ (vehicles with 3 or more occupants), motorcycles and transit for free and other vehicles for a toll. Existing High Occupancy Vehicle (HOV) lanes will be converted into express lanes south of Whipple Avenue and inside general purpose lanes will be converted north of Whipple Ave. Final design ongoing.

US 101/Willow Interchange Improvements

Conversion from a full to partial cloverleaf interchange and replacement of the existing bridge structure with a wider one. Operational deficiencies caused by short weave movements between on-and off-ramps, and backups and upstream queuing on US 101 will be reduced. Cycle tracks for bicyclists included. Currently under construction.

SR 92 / SR 82 (El Camino Real) Interchange Improvements

Conversion from a full to partial cloverleaf interchange. Backups and queuing on SR 92 will be reduced with wider on and off ramps. Completed in 2018.

Alternative Congestion Relief

Ongoing support for Commute.org's annual TDM work programs

Pedestrian/Bicycle

US 101/Holly Street Pedestrian and Bicycle Overcrossing

New pedestrian/bicycle bridge to be implemented in conjunction with US 101/Holly Street Interchange Improvements in San Carlos. Construction pending.

US 101 Pedestrian and Bicycle Overcrossing south of University Avenue

New pedestrian/bicycle bridge in East Palo Alto approximately 1/3 of a mile south of the University Avenue Interchange. Currently under construction.

John Daly Boulevard Streetscape Improvements

New 6 to 7 foot wide bicycle lanes on John Daly Boulevard, widened pedestrian refuge islands, installation of pedestrian scale lighting on widened sidewalks, and installation of stamped asphalt crosswalks in Daly City. Construction complete.

Grade Separations

25th Avenue Grade Separation

Grade separation of the existing Caltrain crossing of 25th Avenue in San Mateo that includes the relocation and reconstruction of the Hillsdale Caltrain Station and extension of 28th and 31st Avenues underneath below. Currently under construction.

Broadway Grade Separation

Preliminary engineering and environmental work is ongoing for a grade separation of the existing Caltrain crossing of Broadway in Burlingame.

Ravenswood Avenue, South Linden Avenue/Scott Street and the Whipple Avenue Grade Separation Projects

Planning work is underway to study potential grade separations of existing Caltrain crossings in the cities of Menlo Park, South San Francisco, San Bruno and Redwood City.

Key Initiatives Completed

- **Continued the established Call for Projects (CFPs) process** for several of the competitive program categories within the past five years including two rounds of Highway, Shuttle and Pedestrian/Bicycle CFPs each and one Grade Separation CFP programming over $199M to projects throughout the County.
- **Developed an unconstrained 10-Year Capital Improvement Program (2016-2025)** to better understand the magnitude of the Highway Program shortfall.
- **Developed a Congestion and Safety Performance Assessment** of the State Highway System in San Mateo County in conjunction with C/CAG to identify key hot spots in the highway network.
- **Provided funding support and actively participated in the SamTrans Mobility Management Plan Community Services Strategy** to provide policy recommendations to improve performance of the jointly administered TA-C/CAG Local Shuttle Program that provides critical first/last mile connections to regional transit and improves local mobility.

Para traducción llama al 1-800-660-4287.
如需翻譯,請電 1-800-660-4287.
Cần dịch thuật, xin gọi 1-800-660-4287.

MEASURE A HIGHWAY PROGRAM PIPELINE PROJECTS*

Exhibit B

Key Congested Area (KCA) Projects

Project Name	*Sponsor*	*Current Unfunded Need*
US 101/Broadway Interchange Improvements	Burlingame	Project Complete
US 101/SR 92 Interchange Area Improvements	**C/CAG**	**$62.8M for interim Impvts, $160M for long term direct connectors**
SR 92/Delaware Interchange Improvements	**C/CAG**	**$166.3M**
US 101/University Avenue Interchange Improvements	**East Palo Alto**	**$450K**
US 101/Willow Road Interchange Improvements	Menlo Park	Under Construction, Fully Funded
SR 1 Safety & Operational Improvements: Poplar to Wavecrest	Half Moon Bay	In Final Design, Fully Funded
SR 1 Safety & Operational Improvements: Main to Kehoe	Half Moon Bay	In Final Design, Fully Funded
SR 92 Safety & Operational Improvements: SR 1 to Pilarcitos Creek	Half Moon Bay	Project Rescinded by Sponsor
US 101/Woodside Road Interchange	**Redwood City**	**$130M**
SR 92/ El Camino Real Interchange Project	San Mateo	Project Complete
US 101/Peninsula Avenue Interchange	**San Mateo**	**$80.2M**
	Total:	**$599.8M Unfunded Need**

Supplemental Roadway (SR) Projects

Project Name	*Sponsor*	*Current Unfunded Need*
US 101/Candlestick Point Interchange	**Brisbane**	**$225M**
US 101 Auxiliary Lane Project	**C/CAG**	**$168.9M, scope since modified to include potential express lanes**
San Mateo US 101 Express Lanes Project	C/CAG-TA	Construction underway, Fully Funded
SR 1 (Mid Coast) Congestion, Throughput and Safety Improvements	County of San Mateo	**$15.4M**
SR 1 Calera Parkway Project	Pacifica	Project rescinded by Sponsor
I-380 Congestion Improvements	**San Bruno-South San Francisco**	**$42.9M**
SR 35 Widening: I-280 to Sneath Lane	San Bruno-South San Francisco	Project lacks public support, yet to be formally rescinded
US 101/Holly Street Interchange Improvements	San Carlos	Pending construction, Fully Funded
US 101/Produce Avenue Interchange	**South San Francisco**	**$153.4M**
	Total:	**$590.2M Unfunded Need**

Total KCA & SR Projects: $1.19 Billion Unfunded Need

*Measure A Highway Program Pipeline Project list from October 2017 Highway Program Funding Policy Revision staff report with current status update

** Projects in bold are considered active with unfunded needs

SAN MATEO COUNTY
Transportation Authority

Transportation Authority Strategic Plan 2020-2024 Update

July 11, 2019

Board of Directors - Agenda Item #11b

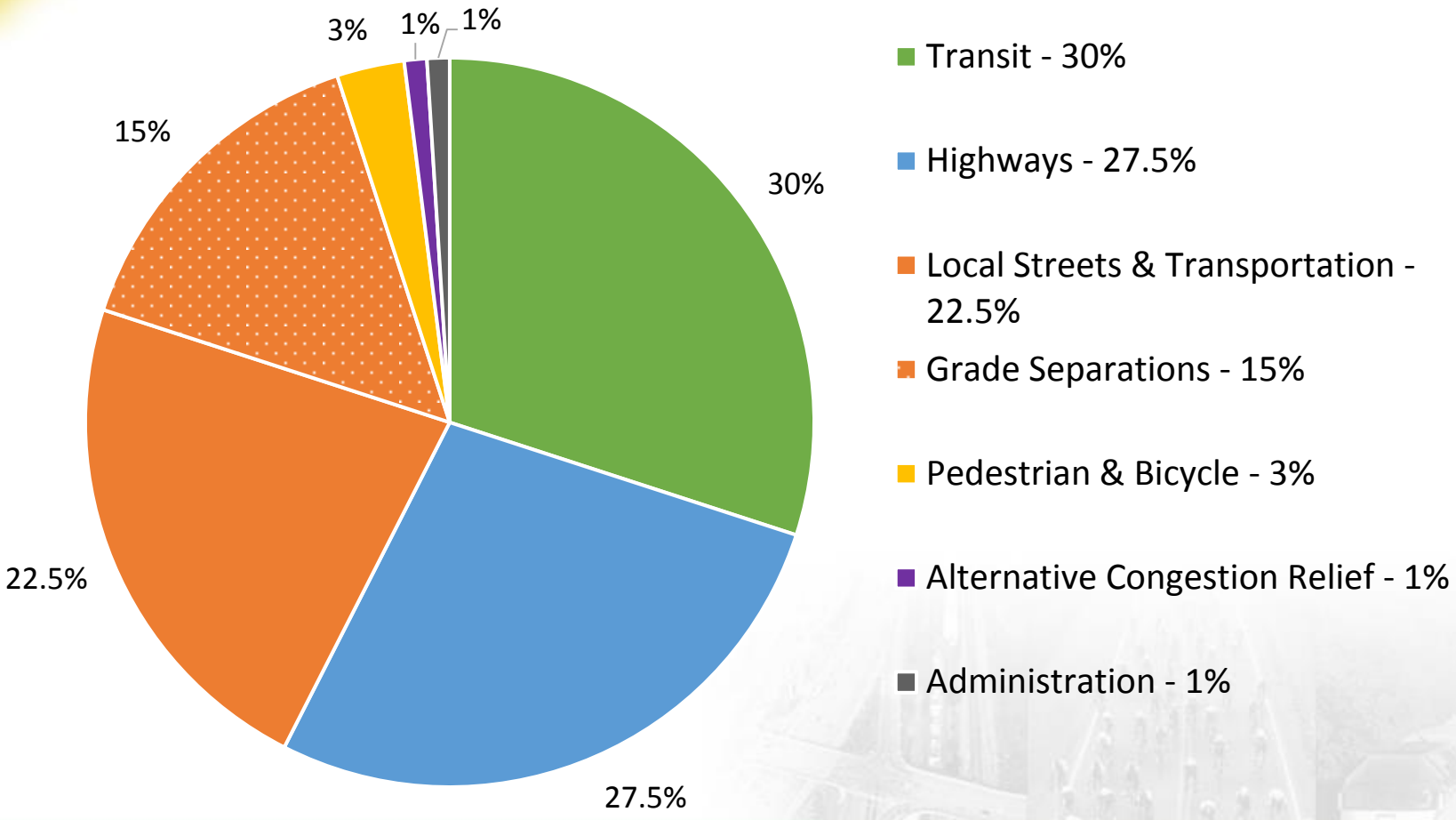
Overview

- Purpose & Process
- Context: Trends, Peer Review Findings/ Needs Analysis
- Plan Framework/Policy Development:
  - Project selection process
  - Eligible sponsors & match requirements
  - Program delivery/technical assistance
  - Evaluation criteria
- Outreach Update & Exercises
- Key SAG/TAG feedback

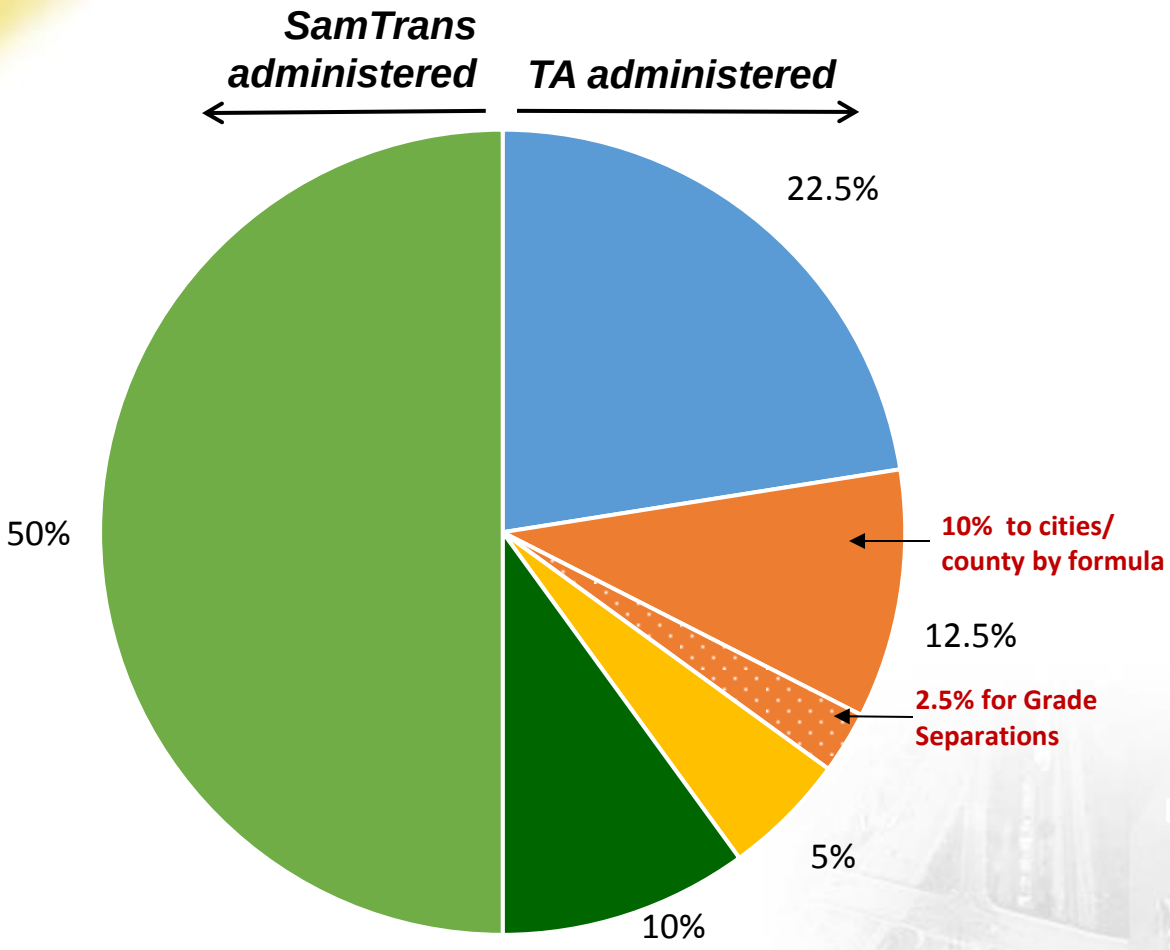
Strategic Plan Purpose & Requirements

- **Provides policy framework for program implementation, including:**
  - **Evaluation criteria/prioritization for project selection**
  - **Processes to initiate projects**
- **One Strategic Plan for 2 Measures**
  - **Measure A requirement - Plan adoption & update at least once every 5 years**
  - **Measure W requirement - Plan adoption with broad based outreach**

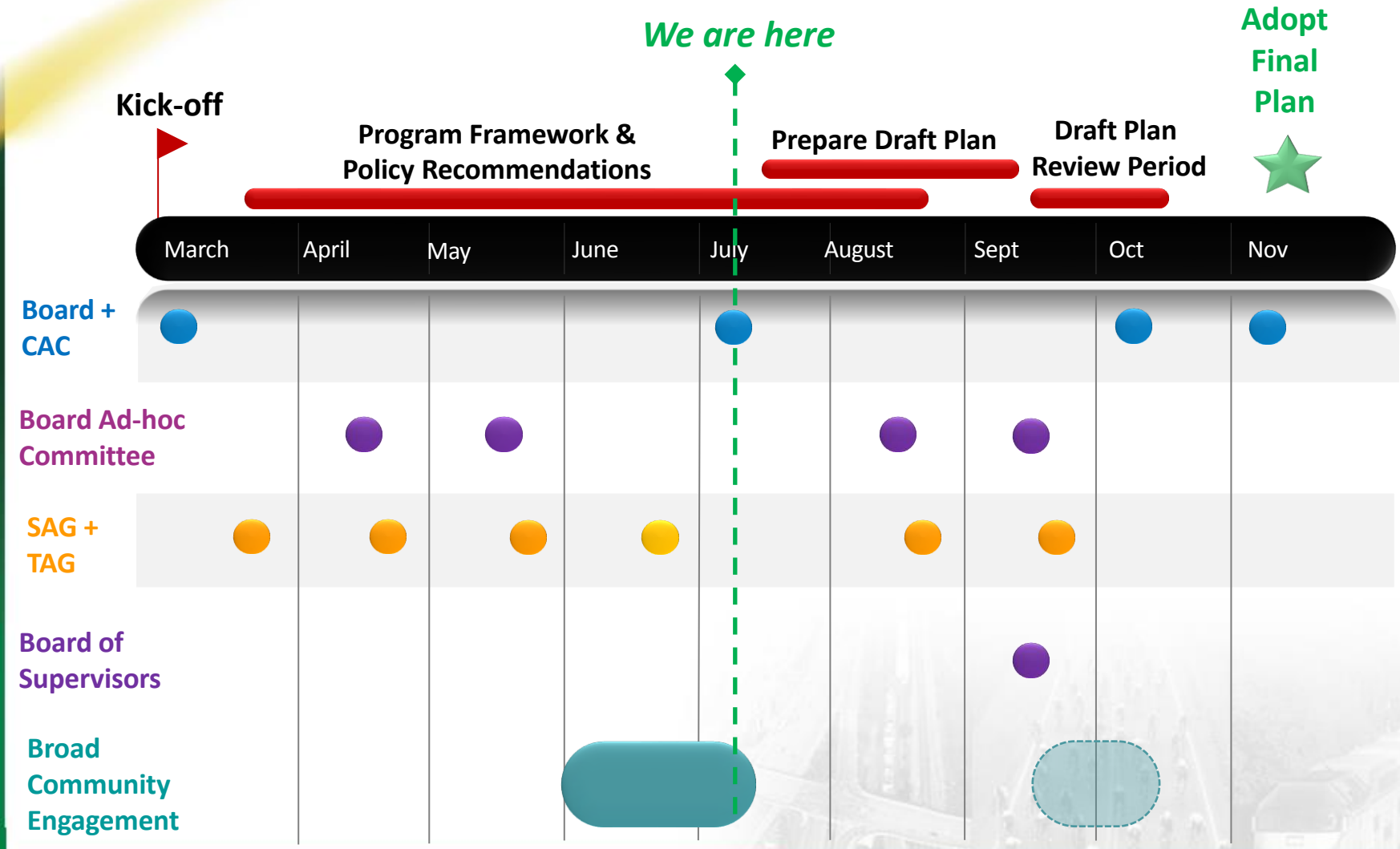
Measure A – Program Categories



Measure W – Program Categories

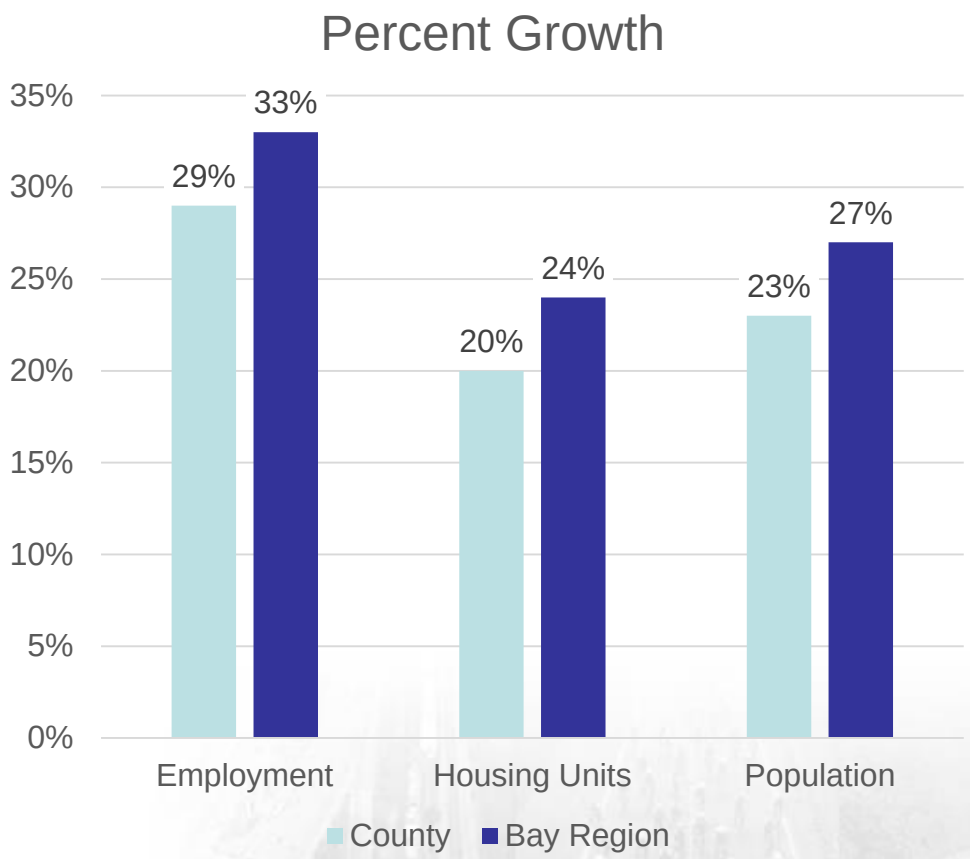


Development Process/ Outreach Timeline



Growth Projections 2010-2040

- Robust growth expected
- San Mateo County growth is less than the region as a whole
- Employment growth will continue to outstrip housing supply growth, suggesting outside commuting will continue to grow



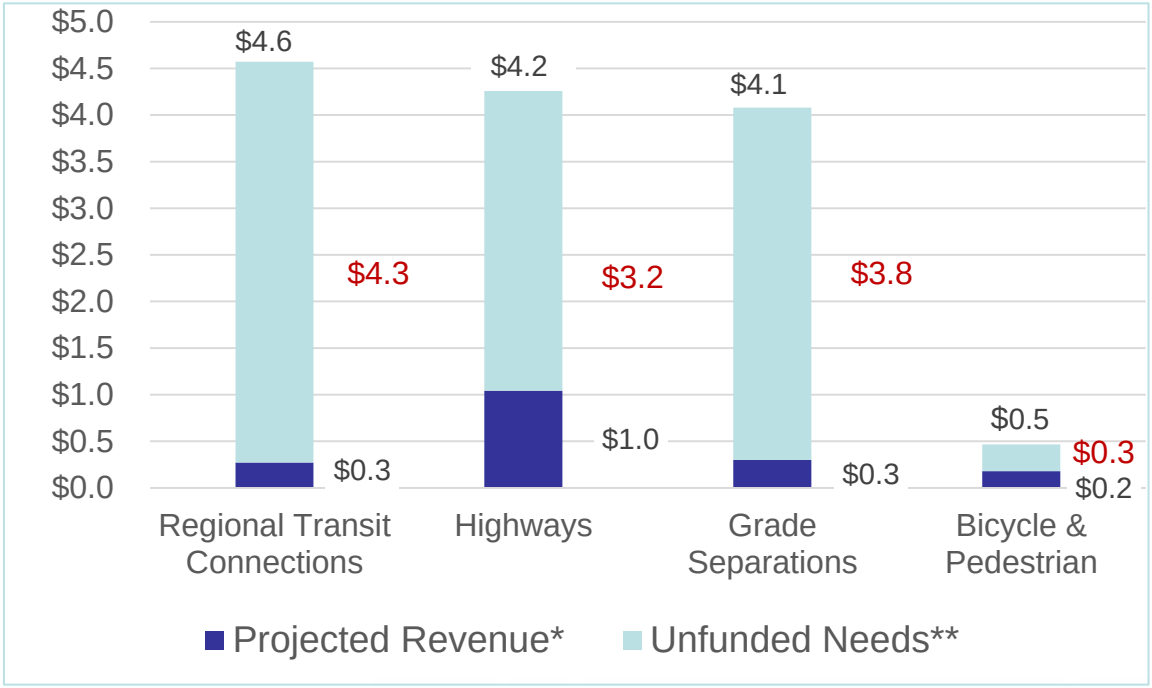
Source: ABAG Projections 2013 & State of California, Department of Finance

Peer Review Findings

- **Most TA's make long term commitments per their Expenditure Plans & lead implementation**
- **However, they have competitive calls for some programs but not to the extent of the SMCTA**
  - **SMCTA uses a Call for Projects process for flexibility**
- **Opportunities to leverage external funds are maximized when agency goals/strategies are aligned**
  - **SMCTA goals/principles align well with those in other regional transportation plans (Countywide Transportation Plan & One Bay Area)**

Projected Revenue versus Projected Needs for Competitive Categories

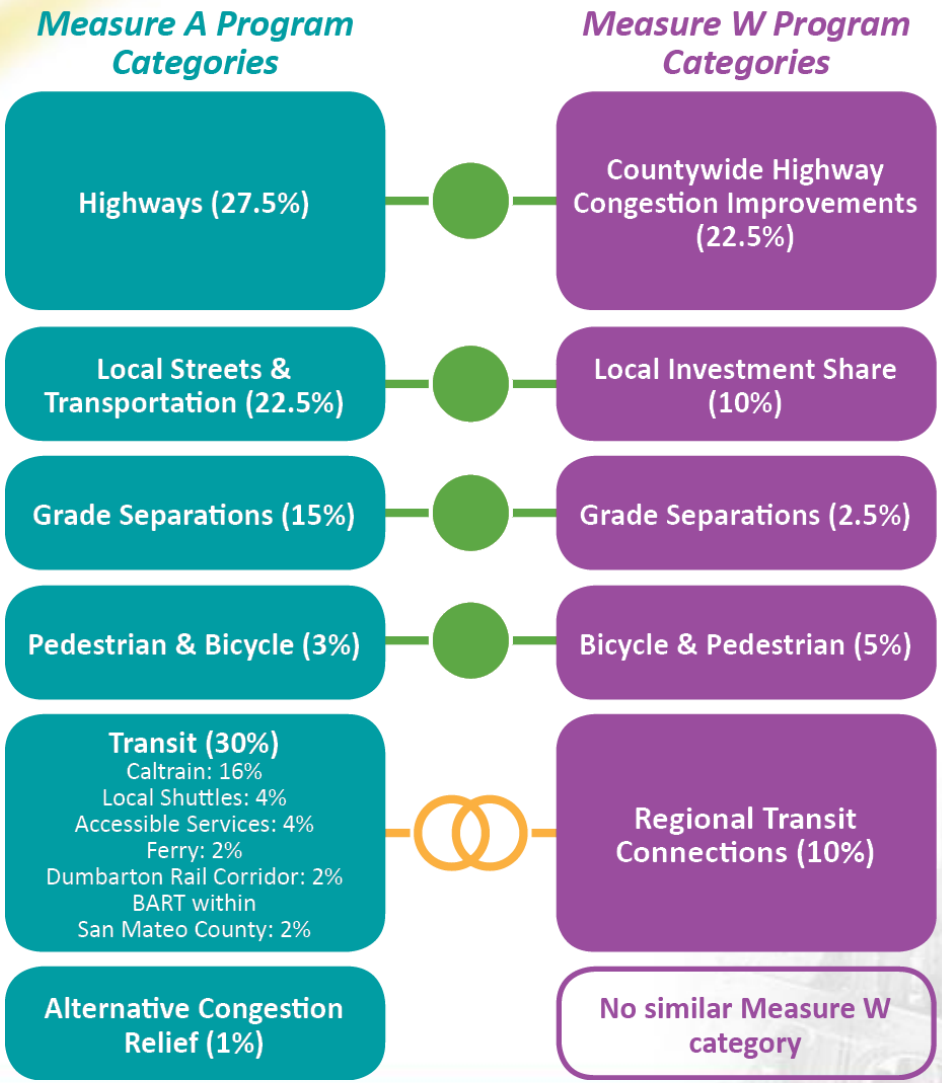
- Project needs far exceed projected funding
- Other public/private sources will need to be leveraged in order to deliver projects



** Projected Revenue for life of Measure A and Measure W*

*** Unfunded Needs based on order of magnitude cost estimates from Get Us Moving (GUM) Project Needs less projected revenue*

Comparing the Two Measures



Comparability

Direct comparability, except: 1) Measure A is more restrictive with distinct highway subcategories (Key Congested Areas and Supplemental Roadways) and 2) Measure W allows greater flexibility with pedestrian/bicycle components that are intregated with highway projects

Direct comparability, If a city's pavement is not in good condition, funding must be used on pavement repair until it reaches a Pavement Condition Index (PCI) of 70, which is considered good road condition

Direct comparability

Direct comparability, except that non-capital expenditures are allowed under Measure W

Not directly comparable, as focus in Measure W is limited to regional transit connections. Some relationship to Caltrain, Ferry, BART and SamTrans (Dumbarton Rail) sub-categories in Measure A

Staff Recommendations for Project Selection Processes

Measure A Program Categories	Measure W Program Categories	Staff Recommendations for Project Selection
Highways: 27.5%	Countywide Highway Congestion: 22.5%	Measure A: continue Call for Projects w/ focus on Pipeline projects, small set-aside for Planning & PE/ENV work for new projects Measure W: Update existing Short Range Highway Plan, prepare a new Highway CIP to inform selection process
Local Streets & Transportation: 22.5%	Local Safety Pothole & Congestion Relief (Local share): 10%	Agreement based, funds are passed through directly to sponsors
Grade Separations: 15%	Local Safety Pothole & Congestion Relief (Grade Sep): 2.5%	Measure A: continue funding Pipeline projects, small set-aside for Planning to start new projects Measure W: for Pipeline projects or seed money for new road/rail grade separations
Ped & Bike - 3%	Bike & Ped: 5%	Continue Call for Projects, add new subcategories: i) capital: large & small, ii) planning/promotion & iii) Safe Routes to Schools
NA	Regional Transit Connections: 10%	Prepare Regional Transit Plan with a Transit CIP to inform selection process

Sponsorship for Measure A and Measure W Program Categories

Measure A		Measure W	
Program Categories	**Eligible Sponsors[1]**	**Program Categories**	**Eligible Sponsors[2]**
Highways: 27.5%	Caltrans, cities, County, C/CAG, TA for regional projects	Countywide Highways Congestion: 22.5%	Caltrans, cities, County, TA for regional serving projects, Express Lane JPA
Local Streets & Transportation: 22.5%	Cities & County	Local Safety Pothole & Congestion Relief (Local share): 10%	Cities & County
Grade Separations: 15%	SamTrans, JPB, cities & County	Local Safety Pothole & Congestion Relief (Grade Seps): 2.5%	SamTrans, JPB, cities & County
Pedestrian/Bicycle: 3%	Cities & County	Bicycle/Pedestrian: 5%	Cities, County, C/CAG, transit agencies, public schools (for SR2S)
NA	NA	Regional Transit Connections: 10%	Transit agencies (e.g. JPB, SamTrans, BART) for Ferry (WETA or host city)

Notes:

1) Eligible Sponsors as defined by the voter approved Transportation Expenditure Plan or subsequently amended per Board action
2) The TA currently is an eligible co-sponsor for the San Mateo US 101 Express Lanes Project

Proposed Minimum Match Requirements for Measure W Categories and Comparable Measure A Categories

Measure A Category	Minimum Funding Match	Measure W Category	Minimum Funding Match
Highways	10%	Countywide Highway Congestion	10%
Local Streets & Transportation Share	none	Local Safety, Pothole & Congestion Relief (Local Share)	none
Grade Separation	match expected but not specified	Local Safety, Pothole & Congestion Relief (Grade Separations)	match expected but not specified
Pedestrian & Bicycle	10%	Bicycle & Pedestrian	capital: 10% planning/promotion, & start-up operations: 50%, SR2S: none
No comparable category	NA	Regional Transit Connections	capital: 10% operations: 50%

TA's Role in Project Delivery

- ***Should TA be more proactive identifying & sponsoring highway projects of countywide significance?***
  - Local agency limitations:
    - Resource availability/technical expertise
    - Congestion often generated beyond city boundaries, regional approach needed
  - Greater benefits may be realized targeting projects that reduce regional congestion and also improve local mobility
  - Example regional projects:
    - US 101 (I-380 to SF County Line) Managed Lanes
    - SR 92 Managed Lanes
    - US 101/SR 92 Interchange Direct Connector Project
    - New projects TBD via update of Short Range Highway Plan (SRHP)
- ***If TA to sponsor regional projects, should it make long term commitments with Measure A & W funds?***

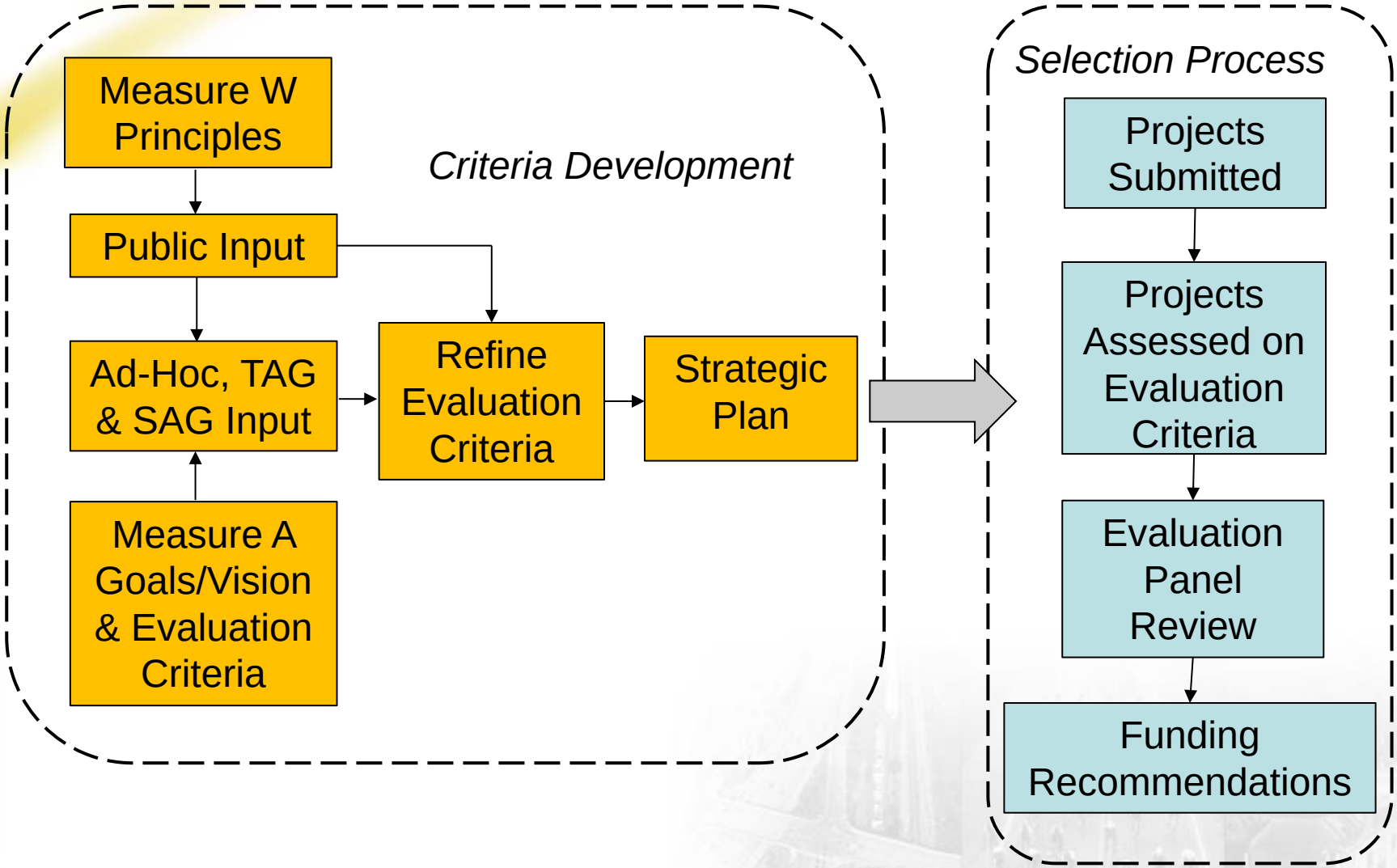
TA's Role in Technical Assistance

Should TA expand its role?

- Currently provides technical assistance to highway sponsors on request. Should it proactively offer assistance?
- Temporarily offer consultant services to fill sponsor gaps due to staff vacancies on request to keep projects moving
- Contract with consultants to procure grant funds to help sponsors better leverage Measure A & W as well as their own local funds

Project Evaluation Process

(Competitive Categories)



Extensive Public Outreach

- 4 Community Meetings (North, Mid, South County and Coast)
- Online Survey
  - Press Release, Social Media, Leverage SAG/TAG Networks, 4k GUM Survey Takers
- Pop Ups and Organizational Presentations
- Dedicated Portion of TA Website
- Fall outreach focused on draft Plan

Measure W Core Principles

Future projects in the 5 Measure W Program Categories "are to be implemented primarily with guidance from the Core Principles set forth below, as applicable."

- Invest in repair and maintenance of existing infrastructure
- Incentivize transit, bicycle pedestrian, carpooling and other shared-ride options over driving alone
- Promote economic vitality and economic development
- Relieve traffic congestion countywide
- Maximize opportunities to leverage investment and service from public and private partners
- Maximize traffic reduction potential associated with the creation of new housing opportunities in high-quality transit corridors
- Facilitate the reduction of vehicle miles traveled, travel times and greenhouse gas emissions
- Prioritize environmentally-sustainable transportation solutions
- Enhance safety and public health
- Invest in a financially sustainable public transportation system that increases ridership, provides quality transit options for everyone, and embraces innovation to create more transportation choices and improves travel experience
- Incorporate the inclusion and implementation of policies that encourage safe accommodation of all people using the roads regardless of mode of travel

SAG/TAG Exercise ~~Results~~:

Relative Importance of Measure W Core Principles

Measure W Core Principles	Countywide Highway Congestion Projects (22.5%)	Local Investment Share (10%)	Grade Separations (2.5%)	Bicycle and Pedestrian Improvements (5%)	Regional Transit Connections (10%)
Relieve Traffic Congestion Countywide	30%	0%	15%	5%	10%
Financially-Sustainable Public Transportation System*	5%	0%	15%	5%	30%
Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change	5%	0%	0%	5%	5%
Promote Economic Vitality, Economic Development & Creation of Quality Jobs	15%	0%	5%	0%	5%
Maximize Opportunities to Leverage Investment from Public/Private Sources	5%	0%	0%	0%	10%
Enhance Safety and Public Health	15%	10%	55%	35%	5%
Invest in Repair & Maintenance of Existing & Future Infrastructure	0%	80%	0%	0%	5%
Reduce VMT, Travel Times & GHG Emissions	15%	0%	5%	10%	10%
Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode	5%	10%	5%	25%	5%
Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone	5%	0%	0%	10%	5%
Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors	0%	0%	0%	5%	10%
	100%	100%	100%	100%	100%

Take Our Survey!

Countywide Highway Congestion Improvements

1. Please select up to six (6) Core Principles that you think are most applicable. *Minimum one (1) required* *

- [ ] Relieve Traffic Congestion Countywide
- [ ] Invest in a Financially-sustainable Public Transportation System ... [Full text]
- [ ] Implement Environmentally-friendly Transportation Solutions... [Full text]
- [ ] Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- [ ] Maximize Opportunities to Leverage Investment from Public/Private Sources
- [ ] Enhance Safety & Public Health
- [ ] Invest in Repair & Maintain Existing & Future Infrastructure
- [ ] Facilitate the Reduction of Vehicle Miles Travelled, Travel Times and Greenhouse Gas Emissions
- [ ] Incorporate the Inclusion and Implementation of Complete Street Policies ... [Full text]
- [ ] Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- [ ] Maximize Traffic Reduction Potential Associated with the Creation of New Housing Opportunities in High-Quality Transit Corridors

Back Next

Potential Evaluation Criteria to Address Measure W Principles - Highways

Measure W Core Principles	Relevant Measure A Project Evaluation Criteria	Potential Additional Measure W Related Criteria (if needed)
Relieve Traffic Congestion Countywide	NEED • Current congestion • Projected congestion • Located in the State Highway Congestion & Safety Performance Assessment for San Mateo County EFFECTIVENESS • Ability to relieve congestion/performance improvement • Demonstrates coordination with adjacent projects/integration of inter-related projects • Regional significance	• Potential increase in person through-put
Facilitate the reduction of vehicle miles travelled, travel times and greenhouse gas emissions	EFFECTIVENESS • Ability to relieve congestion/performance improvement SUSTAINABILITY • Project is primarily an operational improvement rather than infrastructure expansion • Project accommodates multiple transportation modes where contextually appropriate and to the extent feasible (Complete Streets)	• Potential VMT reduction/capita • Potential travel time savings • Potential reduction in GHG emissions

Key SAG and TAG takeaways

- **Both Agree: Commonality between the measures, one selection process for comparable categories - but need to respect differences**
- **TAG:**
  - **Want clear and simple process/direction**
  - **Only apply Measure W Principles as applicable to the categories**
  - **Desire for countywide-level entity to lead multi-city highway projects**
- **SAG:**
  - **Variety of opinions on how Principles should apply**
  - **Want contemporary concepts from Measure W Principles to apply to comparable Measure A category criteria**

Next Steps

- **Wrap up discussion on Principles & Criteria Development: August**
- **Prepare Draft Plan: July - September**
- **Release Draft Plan: September**
- **Draft Plan to Board: October**
- **Final Plan for Board Action: November**

TA

CORRESPONDENCE

July 11, 2019

(as of 6/26/2019)

From:	Snoitulos LLC
To:	Board (@smcta.com)
Cc:	Snoitulos LLC
Subject:	*** New Traffic Management System - SMCTA
Date:	Monday, June 17, 2019 3:17:19 PM
Attachments:	BML_Intro.docx BML_Benefits.docx BML_Classic.docx BML_Phases.docx BML_Savings.docx

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Dear San Mateo County Tranportation Authority Board of Directors,

Attached are documents which introduces and describes a new traffic management system called the Bypass Merge Lanes to reduce traffic congestion on highways.

Please review following documents:
1) BML_Intro
2) BML_Benefits
3) BML_Classic
4) BML_Phases
5) BML_Savings
6) BML_Signage
7) BMLP1

Does the San Mateo County Tranportation Authority have interest in using the Bypass Merge Lanes to reduce traffic congestion?

Sincerely,
Robert Brasher
Snoitulos, LLC

BYPASS MERGE LANES INTRODUCTION

Traffic congestion is a problem in many areas on highways. Traffic congestion increases other problems such as, travel time, pollution, fuel consumption and danger.

Therefore, a system was created to inexpensively address these problems. It is called the Bypass Merge Lanes (BML). The BML is a highway traffic management system which is specifically designed to reduce traffic congestion in worst congested traffic areas.

Usually, congestion is created when traffic on a roadway meets traffic entering the roadway which exceeds the allowable capacity for the conditions. The effect starts where one entrance lane meets a lane on the roadway which is unable allow traffic into the lane without maintain speed causing the lane to slow. When one lane on a highway becomes slow, a ripple effect occurs, in that, the adjacent lanes reduce speed until all lanes are slow.

The BML operates by separating the cause of the traffic congestion away from free flowing traffic. It does not attempt to avoid congestion. It simply cuts through the problem areas. The system reduces traffic congestion, travel time, pollution, fuel consumption, and danger by increasing the efficiency of a highway. In most cases, traffic congestion and travel time will be reduced approximately 20%.

The BML can be implemented inexpensively. In that, in most cases, lane striping and signs are the only items necessary. A component of the BML is a Separator. A Separator can be anything used to divide any two lanes on a roadway. The BML is most useful in the root cause of a congestion area. Some examples of a Separator are painted lane striping or vertical barrier. In most cases, a Separator will be two parallel solid white lines with a capital letter “B” in between the lines to signify a BML Separator. Separators are usually placed in strategic areas where traffic congestion occurs.

Separators can be placed anywhere between two lanes on a roadway. The placement and the length of the Separators will be determined by the design to manage traffic. In most cases, the Separators are less than two miles and placed two lanes from the outside edge of a roadway to accommodate traffic entering or exiting.

The BML has the ability to reduce traffic congestion and travel time approximately 40% in an area. In addition, the BML has the ability to compliment other systems, such as SMART Corridors HOV/HOT Lanes or Express Lanes, where traffic congestion and travel time can be reduced an additional 20%.

In some cases, where lanes are added to the roadway in order to increase traffic flow, other problems may occur elsewhere in the roadway system, which create undesirable effects. The BML increases traffic flow and has minimal adverse effects elsewhere in the roadway system.

For additional benefits, refer to Bypass Merge Lanes Benefits.

BYPASS MERGE LANES BENEFITS

Current and Future:

Improves highway system performance by increasing highway efficiency for the current and future traffic needs as well as enhancing other concepts such as Metering Lights, Express Lanes, SMART Corridor, etc…

Reduces Traffic Congestion:

Reduces traffic congestion by reducing merging traffic and creating through lanes by using a separator in problematic areas.

Reduces Travel Time:

Reduces travel time by reducing the delay time in the problematic areas.

Safety Improvement:

Increases safety by reducing lane interactions caused by merging and weaving traffic.
Also, reduces the distance necessary to exit a roadway.

Pollution Reduction:

Reduces pollution by reducing idling and acceleration in traffic congestion.

Fuel Consumption Reduction:

Reduces fuel consumption by reducing idling and acceleration as well as less time traveling.

Minimal Education:

Minimal education is necessary, since drivers are used to following lane markings on the road and looking at signage for direction.

Ease of Adjustments:

Adjustments could be as simple as restriping the roadway and changing some signage overnight.

Construction Cost Reduction:

Reduces construction cost more than other costly alternatives, which in most cases, uses only Lane Striping and Signage.

BYPASS MERGE LANES CLASSIC

CURRENT

```
______________________________________________________________________
HOV: O     O     O     O    O    O   O   O   O   O   O   O   O  O  O  O  O  O  O
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
GP:   O O O O O O O O O O O O O O O O O O O O O O O O O O O O
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
GP:   O O O O O O O O O O O O O O O O O O O O O O O O O O O O
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
GP:   O O O O O O O O O O O O O O O O O O O O O O O O O O O O
____________________________________________________________   ______
                                                           /   /
                                                          /   /
```

Currently, when vehicles **(O)** enter a roadway with a high volume of traffic, all traffic lanes General Purpose **(GP)**, High Occupancy **(HOV)** and such become impeded creating congestion.

To reduce the congestion, a separtator is strategically placed to reduce the number of impeded lanes.

PROPOSED

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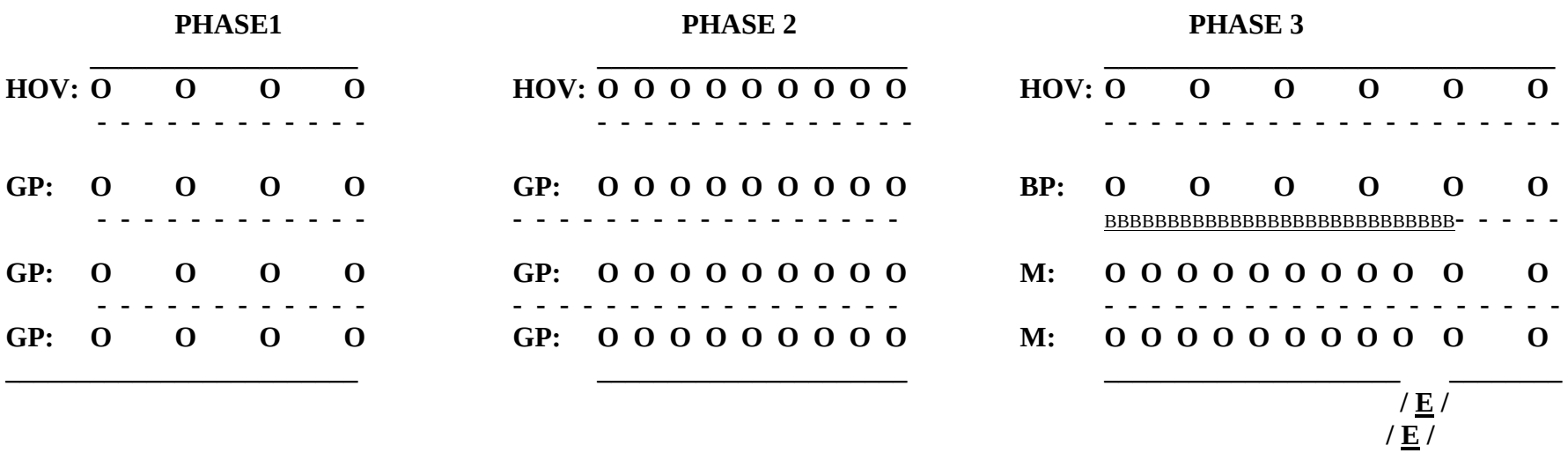
______________________________________________________________________
HOV: O O O O O O O O O O O   O     O     O     O     O     O     O
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
GP:   O O O O O O O O O O O   BP:   O     O     O     O     O     O
- - - - - - - - - - - - - - - - - - - BBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB
GP:   O O O O O O O O O O O O M:  O O O O O O O O O O O O O O
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
GP:   O O O O O O O O O O O O M:  O O O O O O O O O O O O O O
____________________________________________________________   ______
                                                           / E /
                                                          / E /
```

The Bypass Lane **(BP)** is a General Purpose Lane **(GP)** that is on the opposite side of a Separator **(BBB…)** in an area of lanes, **(M)** Merge Lanes, that impede traffic where entering vehicles **(E)** create traffic congestion on a roadway.

A Separator could be a solid line striping, an upright barrier, or any other divider.

BYPASS MERGE LANES PHASES



Currently, when vehicles **(O)** enter a roadway with a high volume of traffic, all traffic lanes General Purpose **(GP)**, High Occupancy **(HOV)** and such become impeded creating congestion.

To reduce the congestion, a separtator is strategically placed to reduce the number of impeded lanes.

The Bypass Lane **(BP)** is a General Purpose Lane **(GP)** that is on the opposite side of a Separator **(BBB…)** in an area of lanes, **(M)** Merge Lanes, that impede traffic where entering vehicles **(E)** create traffic congestion on a roadway.

A Separator could be a solid line striping, an upright barrier, or any other divider.

BYPASS MERGE LANES SAVINGS

MPH	Minutes/Mile
60	1
30	2
20	3
15	4
12	5
10	6

Note: Exponential increase in delay time as speed decreases.

EXAMPLE:

CURRENT

Lane	Type	MPH	Minutes/Mile
1	HOV	60	1
2	All	15	4
3	All	15	4
4	All	15	4
		Total:	13

PROPOSED

Lane	Type	MPH	Minutes/Mile
1	HOV	60	1
2	BP	60	1
<<<<<<<<<Separator>>>>>>>>>>			
3	All	15	4
4	All	15	4
		Total:	10

REDUCTION:

13 Minutes - 10 Minutes = 3 Minutes/Mile Saved

3 Minutes / 13 Minutes = 23% Overall Time Savings

ADDITIONAL BENEFITS:

Decreases Construction Cost.
Increases Safety.
Reduces Pollution.
Reduces fuel consumption.
Minimal education is needed.
Minimal adverse effect on the roadway downstream.
Ease of adjustments.

BY PASS
½ MILE

A STREET	¾
B STREET	1½
I-100 I-200	2¼

BYPASS	½
A STREET	¾
B STREET	1½
I-100 I-200	2¼

A STREET	¾
B STREET	1½
I-100 I-200	2¼
BYPASS	½

US 20170362787A1

(19) **United States**

(12) **Patent Application Publication**

Brasher

(10) **Pub. No.: US 2017/0362787 A1**

(43) **Pub. Date: Dec. 21, 2017**

(54) BYPASS MERGE LANES

(71) Applicant: **Robert C. Brasher**, Fremont, CA (US)

(72) Inventor: **Robert C. Brasher**, Fremont, CA (US)

(21) Appl. No.: **15/428,588**

(22) Filed: **Feb. 9, 2017**

Related U.S. Application Data

(60) Provisional application No. 62/352,987, filed on Jun. 21, 2016.

Publication Classification

(51) **Int. Cl.**

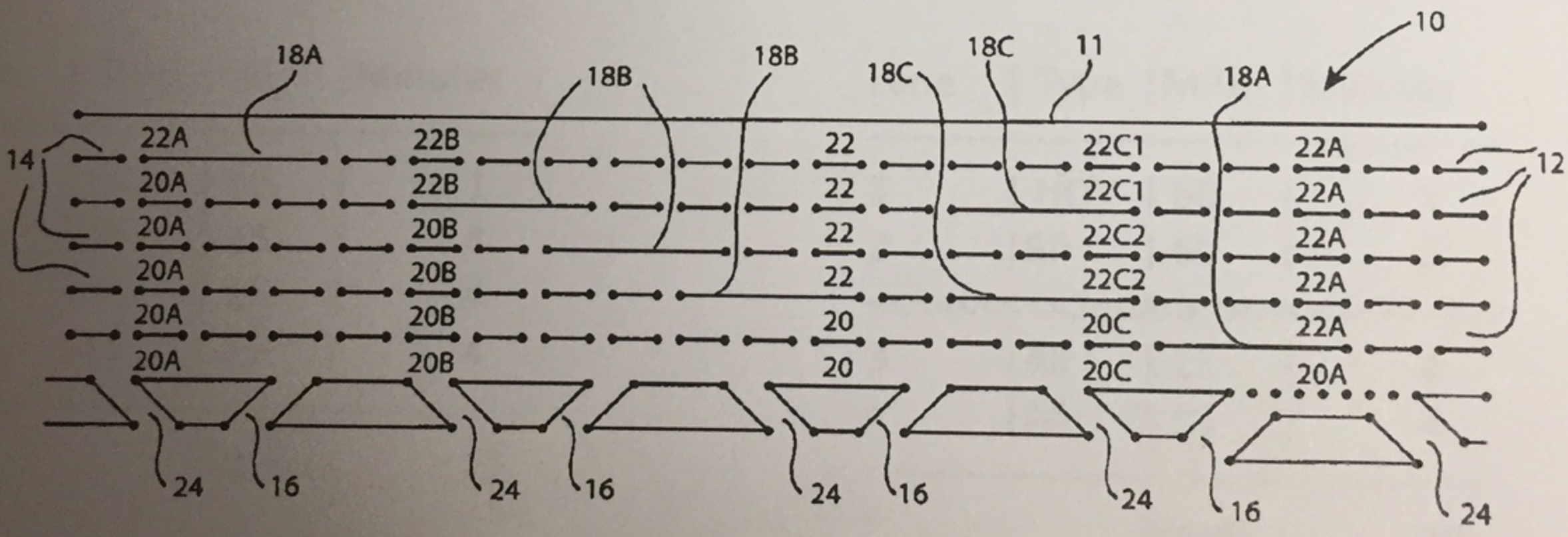
E01F 13/04	(2006.01)
E01F 9/608	(2006.01)
E01F 9/588	(2006.01)
G09F 7/00	(2006.01)
E01F 15/00	(2006.01)

(52) **U.S. Cl.**

CPC ***E01F 13/046*** (2013.01); ***G09F 7/00*** (2013.01); ***E01F 15/006*** (2013.01); ***E01F 9/588*** (2016.02); ***E01F 9/608*** (2016.02); ***E01F 13/04*** (2013.01)

(57) **ABSTRACT**

A system to improve the management of through traffic and vehicles entering and exiting a multilane roadway. The lanes are separated by at least one lane separator which should not be crossed by traffic along a designated portion of the roadway, such as within a predetermined distance from a roadway entrance or exit. The at least one lane separator may be any lane marking, barrier, or the like. The at least one lane separator can be any length and located anywhere with respect to the lanes.



From:	Shawn Mooney
To:	Sandy Wong; Groom, Carole [cgroom@smcgov.org]
Cc:	Board (@smcta.com); Jeff Moneda FC Manager; Drew Corbett
Subject:	Hi Sandy Wong "Notice of Exemption" City of Foster City project name "Temporary Extention of Traffic Relief Pilot Program"
Date:	Monday, June 10, 2019 2:01:41 PM
Attachments:	#1) Foster City Erronious CEQA Exemption TRPP via deception.pdf #2) FC May_20_2019 staff_report__traffic_relief_pilot_program.pdf

Hi Sandy Wong, please incorporate my attached complaint at the next public meeting of the County Transit board.
Please consider agenizing the underlying issue.
Is it appropriate for Foster City to seek a CEQA exemption when known adverse impacts have not been mitigated?
Was Foster City required to give notice of the TRPP to Mariners Island neighborhood?
Is Foster City required to mitigate traffic impact the City causes to a neighboring, abutting neighborhood?
Said different, Can one jurisdiction create an adverse traffic impact to an abutting community that is outside the causing jurisdiction without mitigation?
Can a Foster City, silent's Mariners Island community by seeking exemption status the CEQA, thereby the City of Foster City does not need to address and mitigate adverse impacts?
Sandy Wong, could you please help? Foster City and Mariners Island are intertwined from a land use, traffic circulation and safety perspective and Foster City is effectively undermining Mariners Island voice to protest adverse conditions imposed upon Mariners Island without any notices to Mariners Island neighbors.

Shawn Mooney 6-10-2019
Mariners Island Resident

From: Shawn Mooney
Sent: Monday, June 10, 2019 11:59 AM
To: **'suzanne.hague@opr.ca.gov'**
Cc: Norm Dorais; Jeff Moneda FC Manager; FC Clerk Priscilla Tam; Drew Corbett; FC Planning Commission (Planning@fostercity.org); council@fostercity.org; LAFC Poyatos (mpoyatos@smcgov.org)
Subject: Suzanne Hague Deputy Director: Planning and Community Development "Notice of Exemption" City of Foster City project name "Temporary Extention of Traffic Relief Pilot Program"

Deputy Director Suzanne Hague, Planning and Community Development State of California,

Please deny the City of Foster City, CEQA Exemption status application to Traffic Relief Pilot Program (TRPP).
Attached is my formal complaint to Foster City TRPP. Foster City has not provided adequate public notice to the abutting community of Mariners Island in San Mateo.
Foster City TRPP is causing significant adverse traffic condition to the neighboring community of Mariners Island, without any mitigation effort.
Foster City application for permanent CEQA Exception status seeks to silent's and avoid mitigation by eliminating CEQA requirements thereby avoiding to respond and address identified adverse traffic complaints caused by the TRPP.
Attachment #1 is my Protest/Complaint to the TRPP, Foster City has not responded, and has not mitigated the traffic impact that the TRPP has created on the neighboring community.

The two communities Foster City and Mariners Island are located on an Island whereby bridges are the only way to access both communities.
The two communities are **uniquely intertwined from a traffic circulation, land use and safety perspectives**.
Foster City seeks to eliminate CEQA requirements to not address protest and complaints involving the TRPP.
Attachment #2 is Foster City staff report on the TRPP and at the very end of the document is Foster City application for permanent CEQA exemption status via sections 15301, 15306,15305, and 15262. As stated within attachment #1 these code section are intentionally deceptive in meeting the requirements for exemption status.

Deputy Director Suzanne Hague, please deny this application for permanent exemption status for the reasons stated in the complaint/protest.
Please require the City of Foster City to give proper notice to Mariners Island in San Mateo.
Please require Foster City to mitigate the identified adverse traffic impacts.
Please require Foster City to do a comprehensive EIR that includes Mariners Island in San Mateo, as Foster City is intimately intertwined with from a land use, traffic circulation and public safety perspectives.

Deputy Director Suzanne Hague, can you please provide any examples or case law on how intertwined jurisdictions typically resolves "city border lines squalls" involving mutual jurisdiction capital improvement benefits projects for traffic Improvement mitigation and uses of traffic impact fees collected by both jurisdictions to Mitigate traffic impacts created by massive resend redevelopment project(s) in the immediate area of Foster City TRPP. As previously stated, both community are on a "island" in the San Francisco Bay, whereby that communities can only access their community by crossing "BRIDGES". Foster City TRAPP, adversely impacts a critical bridge crossing to both communities.
The critical bridge is located on Fashion Island Blvd. and provides only one lane traffic crossing the bridge, that causes a massive bottleneck traffic congestions, that has a tricking effect into other interactions nearby. This critical bridge is a critical access point to highway 101 in both directions.

Deputy Director Suzanne Hague, Foster City's TRPP adversely impacts San Mateo's General Plan and more specifically Mariners Island Specific Plan, without any mitigation or any public notice to Mariners Island Neighborhood. Ms. Hague, please take notice that **the "Island" is composed of 80% Foster City jurisdiction and 20% San Mateo jurisdiction**.
Please deny Foster City's CEQA Exemption application, and please provide information on how these types of land sprawls are typically resolved.
Lastly, our local LAFC declines jurisdiction on this matter, do you agree?

Sincerely,
Shawn Mooney
Mariners Island San Mateo

"Notice of Exemption",
City staff has determined that the TRPP, and the proposed temporary three-month extension of the TRPP, is statutorily and categorically exempt from CEQA pursuant to

the following
CEQA Guidelines Sections: § 15262 (Feasibility and Planning Studies); § 15301 (Existing Facilities); § 15306 (Information Collection); § 15305 (Minor Alterations in Land Use Limitations). Prior to considering any permanent implementation of the program, additional data collection and analysis will be conducted to confirm whether permanent implementation of the program is exempt from CEQA (under § 15301 (Existing Facilities) and/or § 15305 (Minor Alterations in Land Use Limitations) or requires additional environmental analysis in the form of a negative declaration, mitigated negative declaration or environmental impact report".

1) **Is Foster City willing to expend traffic mitigation impact fees towards Fashion Island Blvd to the 101 Freeway, regardless that the traffic improvements are located in the City of San Mateo?**

2) **Does Foster City take the position that the Fashion Island Blvd traffic Improvements are not in its jurisdiction therefor not responsible for traffic improvement cost sharing, regardless of mutual benefits to both FC & SM communities ?**

22) From: Shawn Mooney
Sent: Friday, **June 7, 2019** 12:38 PM
To: Jeff Moneda FC Manager; council@fostercity.org; FC Planning Commission; FC Clerk Priscilla Tam
Cc: Norm Dorais; **Drew Corbett**; Marlene Subhashini; **SM City Clerk Patrice Olds**
Subject: Jeff Moneda Protest **"Notice of Exemption"** - Mariners Island adverse traffic impacts caused from TRPP no mitigation protest is hereby amended protest CEQA Exemption status and Negative Impact determination

Hi Foster City Manager Jeff Moneda,
Attached is my protest to the TRPP it does not appear to be getting the urgent attention it deserves.
Also attached is FC Staff report dated May 20, 2019 that **erroneously justifies a CEQA exemption status for the TRPP permanently.**
The staff report is erroneous because the report fails to recognize traffic impact on Mariners Island and the lack of CEQA notification to Mariners Island businesses and residents, thereby seeking CEQA Exemption Status to negate Foster City's responsibility to address my complaint (Exh#1) and Foster City responsibility to mitigate my complaint.
Effectively Foster City seeks permanent Exemption status to **eliminate the publics voice** as being adversely affected by the TRPP.

Mariners Island in San Mateo is being adversely impacted by Foster City Traffic Relief Pilot Program (TRPP) as described in attached formal protest filed in April 2019 attachment #1.
Foster City has not addressed these adverse impacts, **yet erroneously claims exemption to CEQA standards and the Mitigation Act**.
Jeff, please advise me what is the grievance process to complain if the complainer does not live in the City limits of Foster City.

Mariners Island neighborhood abuts to Foster City jurisdiction, however because both communities are **uniquely intertwined** with **traffic circulation and land use and safety** because **both communities originated from a manmade island** formally known as Brewer Island.
This unique demographic landscape Brewers Island derived from an Island surrounding by water and bisected by SR 92 and the bridge landing of a San Mateo/Hayward Bay Bridge creates a highly unusual conditions that requires a **collaborated efforts** from both Foster City and San Mateo's Mariners Island to maintain **traffic circulation and land use and safety as the two community are uniquely intertwined.**

It appears Foster City has intentionally excludes Mariners Island neighborhood from any participation in the TRPP, yet Mariners Island is being significantly and adversely impacted, this is not fare or appropriate to ignore the adverse traffic impacts that have been timely identified.
Once the adverse impacts were identified it is outrageous for Foster City to ignore the adverse traffic impacts identified and seek exemption status to CEQA mitigation standards.

Jeff, on April 15, 2019, I specially requested the City Manager to exercise its authority to terminate the pilot program for **the same safety concerns that the City recognizes on Foster City Blvd**.
Jeff, I have complained that Mariners Island is being adversely impacted on South Norfolk, Fashion Island Blvd, Mariners Island Blvd and the Edgewater Overpass crossing SR92.

The Foster City TRPP is diverting its Hillsdale Blvd traffic to South Norfolk**, causing an increased traffic levels on an already insufficient one lane bridge crossing on Fashion Island Blvd**.
I protest the continuation of the TRPP until mitigation is studied, funded and implemented.

Further, I protest the Foster City's "**Notice of Exemption**" status.
Mariners Island Residents and Business have not been invited to participate in the process including the opportunity to voice comments and request mitigation.
Jeff, Foster City TRPP is adversely impacting "Mariners Island Specific Plan" and thus impacting San Mateo's General Plan and traffic circulation models and land use restrictions/limitations.
Jeff, as stated in my April formal complaint attachment #1, Foster City and Mariners Island both evolved for Brewer's Island, the operative word is "Island".

Said different, Brewer Island is an "Island" which is surrounded 100% by water by the SF Bay and the Marina Lagoon; therefore **Foster City and Mariners Island can only be access by crossing bridges.**
That said, Mariners Island Neighborhood and Foster City have mutual benefit interest in **Fashion Island Blvd that is a significant traffic thoroughfare road to and from 101 Freeway for both Foster City and Mariners Island, yet the Mariners Island Bridge only provide one lane traffic to the 101 freeway**. Foster City **TRPP adversely impacts this one lane bridge crossing at Fashion Island Blvd.**

Jeff, given these **unusual circumstances** whereby both communities are derived from one Island (Frank Brewer's dairy farm island) therefore, both community are related and over-lap, especially involving traffic circulation, land use density and safety.
Foster City's TRPP adversely impact Mariners Island neighborhood, yet Foster City seeks "Exemption" without any mitigation or property notice to Mariners Island.

Jeff, I protest that Foster City seeking **exemption from CEQA standards** when identified adverse impacts on Mariners Island have been identified and are now known, yet Foster City claims only "minor alteration" in land use limitations, when in fact the TRPP creates a **major** alteration to land use limitations to Mariners Island.

Foster City's **narrow interpretation** of CEQA exemption standards is erroneous when adverse traffic impacts have been identified is outrageous in the immediate area.
Foster City cannot ignore identified adverse impacts and erroneously seek exemption status or a negative declaration of impact, when impacts have been timely identified.
Foster City is negligent in claiming "minor" alteration to land use restrictions by excluding Mariners Island neighborhood from being part of approval process.
Foster City is negligent in extending the TRPP without any mitigation efforts or even addressing the concerns raised in the April 3, 2019 TRPP complaint/protest attached, yet FC seeks permanent exemption status.

Further, Foster City has not provided requested **Public Records that identifies traffic impact fees that are dedicated toward traffic improvements on Mariners Island Blvd and Fashion Island Blvd to the 101 Freeway.**

The Gilead Science massive redevelopment project is still under construction includes a massive parking garages on Mariners Island Blvd yet Foster City has not disclosed traffic mitigation improvements or traffic impact fees to mitigate the Gilead Science project on the Mariners Island Blvd to Fashion Island Blvd to access the 101 freeway, instead seeks exemption status is fraud.
Jeff, it is my understanding that the Mitigation Act requires mitigation fees collected to be used near the affected areas to mitigate the impact that created the impact fees with identified capital improvement projects, regardless of City boundary destinations.
The Gilead Science redevelopment project is situated right on the Foster City border limits with Mariners Island in San Mateo.
The Gilead Science campus creates thousands of vehicle traffic to the surrounding area including Mariners Island Blvd to Fashion Island Blvd, **yet there are no traffic mitigation fees dedicated to traffic improvements for Mariners Island Blvd to Fashion Island Blvd, this is not sustainable as the Gilead Science has substantially increased the volume of traffic Mariners Island Blvd to Fashion Island Blvd to access the 101 Freeway.**
The Mitigation Act requires traffic mitigation fees collected from Gilead Science project to go towards traffic improvement needed to mitigate the traffic impact nearby the Gilead Science redevelopment, including Mariners Island Blvd and Fashion Island Blvd to the 101 Freeway.
The Mitigation Act required Traffic Impact Fees collected to identify the traffic improvement to which the impact fees are being used, those funds must be held in separate bank accounts and dedicated to a specific traffic improvement projects that is being funded.
Effectively, Foster City's TRPP and the Gilead Science redevelopment dumps adverse traffic conditions onto Mariners Island neighborhood without any traffic mitigation improvement on Fashion Island Blvd to and from the 101 Freeway entrance.
Foster City cannot unilaterally claim Exemption Status to CEQA standards to avoid responsibility to mitigate the Fashion Island Blvd to access the 101 Freeway.

Foster City Manager Jeff Moneda, the **material two questions** that must be answered to move forward?

Is Foster City willing to expend traffic improvements mitigation impact fees towards Fashion Island Blvd to the 101 Freeway, regardless that the traffic improvements are located in the City of San Mateo?

Does Foster City take the position that the Fashion Island traffic Improvements are not in its jurisdiction therefor not responsible for traffic improvement cost sharing?

Jeff, I request an answer to these two question above, these questions are pivotal to mitigating the increasing traffic congestion Fashion Island Blvd that bottle necks at the one lane bridge crossing the Marina Lagoon to access the 101 freeway.

Jeff, I protest the May 20, 2019 staff report **misguided interpretation** that the Foster City TRPP is Exempt from CEQA standards and standards in the Mitigation Act standards.
Jeff, there are many **unusual conditions** that are not typical when an "Island" is divided into two jurisdictions whereby the **access to the Island has mutual benefits to both communities**.
That said, Foster City's unilateral determination and interpretation of Exemption status to CEQA standard is false as Mariners Island neighborhood is adversely affected and Foster City has not studied that impact imposed on Mariners Island.
Therefore, the justifications stated in the May 20, 2019 Staff report for exemption status are simple not true as the "Island Effect" created a highly unusual traffic circulation conditions, intertwined land use conditions and safety concerns.

Jeff, Foster City staff report May 20, 2019 claims to have reached out the City of San Mateo citing minimal effects; this is outrageous justification for Exemption status; when considering my timely filed Mariners Island protect complaint to the TRPP. The City of San Mateo has not studied the effects of the TRPP on South Norfolk neighborhood and intersection impact at Norfolk and Fashion Island Blvd and Edgewater Blvd at the 92 overpass for Fashion Island Blvd and Mariners Island Blvd.
Further, Foster City seek to use this **unverified** "minimal effect" sound bite to seek permanent CEQA exemption status when there is **currently a massive building boom under construction whereby the traffic impacts have not yet materialized until construction is completed and the new buildings are occupied.**
Jeff, it is outrageous for Foster City to rely upon this unverified off the cuff quote from the City of San Mateo to justify a permanent Exemption status.

"Foster City staff also checked with the City of San Mateo staff on the issue of the potential for increased traffic through San Mateo as a result of the TRPP. The traffic counts indicated a **minimal effect** on the **streets adjacent** to the East Hillsdale Boulevard corridor".

"**Notice of Exemption**" ,
City staff has determined that the TRPP, and the proposed temporary three-month extension of the TRPP, is statutorily and categorically exempt from CEQA pursuant to the following CEQA Guidelines Sections: § 15262 (Feasibility and Planning Studies); § 15301 (Existing Facilities); § 15306 (Information Collection); § 15305 (Minor Alterations in Land Use Limitations). Prior to considering any permanent implementation of the program, additional data collection and analysis will be conducted to **confirm whether permanent implementation of the program is exempt from CEQA** (under § 15301 (Existing Facilities) and/or § 15305 (Minor Alterations in Land Use Limitations) or requires additional environmental analysis in the form of a negative declaration, mitigated negative declaration or environmental impact report".

21) From: Shawn Mooney
Sent: Tuesday, **May 28, 2019** 1:54 PM
To: 'Jeff Moneda'; Drew Corbett
Cc: 'trafficrelief@fostercity.org'; 'Foster City Planning Department'; 'City Council'; 'Deputy City Attorney'
Subject: RE: Hi Jeff Moneda- traffic relief program is over- yet traffic signs remain causing confusion - please cover the traffic signs or remove them

Hi City Managers Jeff Moneda and Drew Corbett, during the next three months of the extended traffic relief pilot program, can we **please commence the discussion of widening the Marina Lagoon Bridge and traffic improvements on Fashion Island Blvd to and from Freeway 101**.
This traffic mitigation project is desperately needed and has great benefits to both Foster City and Mariners Island.
Traffic Migration funds must identified from both Foster City and San Mateo and dedicated to this project from nearby development projects.
Please commence a collaborated effort from both Cities to improve traffic and beatification to this Gateway to both "Brewers Island" communities including the Edgewater 92 overpass.
The traffic medians on the Edgewater 92 overpass and Fashion Island Blvd to and from 101 freeway have a ghetto appearance like Oakland underpasses.
Even, artificial turf on these median islands would greatly improve its visual appearance.
City Managers Jeff Moneda and Drew Corbett, please make the "92 Corridor Alliance" a meaningful joint venture project for the benefit of both communities.

Shawn Mooney

20) From: Jeff Moneda
Sent: Tuesday, **May 28, 2019** 11:08 AM
To: Shawn Mooney
Cc: 'trafficrelief@fostercity.org'; Foster City Planning Department; City Council; Deputy City Attorney
Subject: RE: Hi Jeff Moneda- traffic relief program is over- yet traffic signs remain causing confusion - please cover the traffic signs or remove them

Hello Mr. Mooney,
The program has been authorized by the Council to continue for 3 more months.

Jeff

Jeff Moneda, PE
City/District Manager
City of Foster City/EMID
610 Foster City Boulevard
Foster City, CA 94404
(650) 286-3288
jmoneda@fostercity.org

19) From: Shawn Mooney
Sent: Friday, **May 24, 2019** 11:44 AM
To: 'Priscilla Tam'; 'Foster City Clerk's Office'
Cc: 'Jeff Moneda'; 'City Attorney'; 'Deputy City Attorney'; Drew Corbett; council@fostercity.org; FC Planning Commission
Subject: FC Clerk Priscilla Tam Public Records Requested Traffic Impact Fees Gilead Science and Pilgrim Dive housing development

Hi Priscilla, I am more specifically requesting the traffic impact fees collected be identified with the traffic improvement project?
Per the Mitigation Act, impact fees must be identified to the improvement project they are funding. I would like a description of the traffic impact fees that is dedicated to specific traffic improvements. For example, below is San Mateo City Manager Drew Corbett, describing the train overpass at 25th avenue as an appropriate use of traffic impact fees near SR92.

San Mateo City Manager Drew Corbett further states,
"The City of San Mateo owns the Fashion Island Bridge over Marina Lagoon. In its history, the bridge has had an earthquake seismic upgrade – funded both federally and locally – that resulted in the expanded columns for structural support. There are no plans for widening of the bridge. **If a widening plan were under consideration, it would be a City of San Mateo project with funding assistance requested from Caltrans and Foster City"**.

The Gilead Science project is located on Mariners Island Blvd, and creates traffic impacts on Fashion Island Blvd and the bridge over Marina Lagoon. This bridge is only one lane traffic to and from the 101 Freeway.
Drew Corbett states. **"If a widening plan were under consideration, it would be a City of San Mateo project with funding assistance requested from Caltrans and Foster City".**

Priscilla, I am specifically seeking traffic impact funds that are **available or dedicated** to traffic improvements on Fashion Island Blvd Bridge and ingress and egress to the 101 Freeway.
In my opinion this **traffic improvement has been over-looked because of its geographic location between two cities**.

That said, it is my goal and mission to bring "consideration" to both San Mateo and Foster City to **start the discussions** about widening the Marina Lagoon Bridge to and from the 101 Freeway, which is a significant Gate Way to both communities. With the recent massive building explosion there will never be as much traffic improvement funds available as there is now, therefore traffic impact fees must be **dedicated** to this specific traffic improvement project. Notable the City of Foster City has reported a surplus of funds. Please make this traffic improvement a priority and "consideration" as it will increase the quality of life to both communities.
If not now, when?

Kind Regards,
Shawn Mooney

18) From: Priscilla Tam
Sent: Friday, **May 24, 2019** 10:40 AM
To: Shawn Mooney; Foster City Clerk's Office
Cc: Jeff Moneda; City Attorney; Deputy City Attorney
Subject: RE: FC Clerk Priscilla Tam Public Records Requested Traffic Impact Fees Gilead Science and Pilgrim Dive housing development

Dear Mr. Mooney,

This letter is in response to your Public Records Act request emailed on May 24, 2019. Please note that we did not interpret your previous correspondence as a request for records. From reviewing this request, I understand you are seeking the following documents:

1. traffic impact fees collected from the Pilgrim Drive housing projects and the Gilead Science redevelopment projects
2. all development traffic impact fees collected for the past five years from all development projects with a two mile radius of SR 92

Please advise if I have misinterpreted your request.

The City is in the process of gathering documents to respond to your request for records as interpreted above. The City will contact you by June 3, 2019, pursuant to California Government Code 6253.

Regards,

Priscilla Tam, CMC
Communications Director/City Clerk

17) From: Shawn Mooney
Sent: Monday, **May 20, 2019** 9:01 AM
To: 'Jeff Moneda'
Subject: RE: FC Clerk Prisilla Tam & Jeff Moneda public comments City Council meeting Protest Traffic Relief Program attached San Mateo Response to PRA request April 5 and April 8 emails traffic Complaint

Hi Jeff, what is the status of the traffic relief pilot program? Will it continue? Or terminated?
It appears from your response that because the Freeway 101 ingress/egress is in San Mateo, Foster City does not want to participate in traffic and beautification improvements despite this is a major gateway link to Foster City? Is that your position?

Shawn Mooney

16) From: Jeff Moneda
Sent: Monday, **May 20, 2019** 8:49 AM
To: Shawn Mooney; City Council; Foster City Planning Department; Foster City Clerk's Office
Cc: Curtis Banks; Foster City Public Works Department; Foster City Traffic Relief; Deputy City Attorney; Marlene Subhashini; Jennifer Phan; Dante Hall; Brad Underwood; Drew Corbett
Subject: RE: FC Clerk Prisilla Tam & Jeff Moneda public comments City Council meeting Protest Traffic Relief Program attached San Mateo Response to PRA request April 5 and April 8 emails traffic Complaint

Hello Mr. Mooney,

- Thank you for your comments regarding the Traffic Relief Program.
- Regarding the 92 Corridor Alliance, I am forwarding your e-mail to Dante Hall, our Assistant City Manager, to include you in the distribution to the community.
- **Regarding the 92/101 interchange and Fashion Island Blvd., both are in the City of San Mateo.** I am forwarding your e-mail to Brad Underwood and Drew Corbett, with the City of San Mateo.

Regards,
Jeff

Jeff Moneda, PE
City/District Manager
City of Foster City/EMID
610 Foster City Boulevard
Foster City, CA 94404
(650) 286-3288
jmoneda@fostercity.org

15) From: Shawn Mooney
Sent: Monday, **May 20, 2019** 8:01 AM
To: council@fostercity.org; FC Planning Commission; FC Clerk Priscilla Tam; Jeff Moneda (Foster City)
Cc: Foster City Curtis Banks; Foster City Public Works; 'trafficrelief@fostercity.org'
Subject: FC Clerk Prisilla Tam & Jeff Moneda public comments City Council meeting Protest Traffic Relief Program attached San Mateo Response to PRA request April 5 and April 8 emails traffic Complaint

Foster City Manager Jeff Moneda and City Clerk Priscilla Tam, attached is the City of San Mateo response to my April 5th and 8th emails addressed to both San Mateo and Foster City requesting public records and public information.
Clerk Tam, please provide a status of the requested public records equivalent to San Mateo response.

Please incorporate this email and all attachments and responses from the City San Mateo into the City Council meetings involving Foster City Traffic Relief Program, public comments.

City Manager Moneda, I desire to represent Mariners Island on Foster City "**92 Corridor Alliance**" with the intent to bridge communications and identify common goals and common benefits from improving traffic congestion on Fashion Island Blvd to and from Highway 101 to Edgewater/Mariners Island Blvd.
I desire to improve traffic condition including widening the existing bridge crossing the Marina Lagoon to Highway 101.
Further**, improve the beatification between Fashion Island Blvd and the 101 Freeway entrance (under the 92/101 interchange).**

This area is a major **Gateway** into Foster City and Mariners Island, yet **it look very ghetto, undermining to both communities**.

Caltrans has an ugly green fence beneath the 92/101 interchange with stray painted gang symbols is enabling this area to look like Oakland underpasses.
This ugly green fence is to hide ugly construction lay down yards that are not need any longer. Beneath the 92/101 interchange is public owned land, that can be utilized for a higher purpose and greater good.
This area can be landscaped with Art and other beatifications to change its existing ghetto appearance.
The center divides on Fashion Island Blvd are ugly, artificial turf on the center divider would be a significant improve its appearance.
Mariner Island is only a small fraction of San Mateo, however Fashion Island Blvd, and the Marina Lagoon Bridge predominantly sever Foster City residents compared to Mariners Island residents.
City Manager Jeff Moneda, there is substantial benefits to both communities to improve this significant Gateway entrance to "Brewer Island".
Kind Regards,
Shawn Mooney 5-20-2019

14) From: Shawn Mooney
Sent: Friday, **April 19, 2019** 9:06 AM
To**: Drew Corbett; Jeff Moneda (Foster City)**
Cc: Tracy Scramaglia ; council@fostercity.org; FC Planning Commission (Planning@fostercity.org); Mayor Rick Bonilla ; Sandy Wong; Carole Groom; 'trafficrelief@fostercity.org'; FC Clerk **Priscilla Tam**
Subject: Drew Corbett & Jeff Moneda - Protest FC Traffic Relief Program adverse traffic impact on Fashion Island Blvd intersection at Norfolk and Marina Lagoon Bridge

City Manager Drew Corbett and Jeff Moneda,

The pictures below show the exact traffic bottleneck interception on the approach to Mariners Island Bridge one lane traffic approach.
There are many problems at this intersection per the pictures below.

Traffic heading east on Fashion Island Blvd has **two turning lanes (right and left)** that interferes with traffic going straight towards the Fashion Island Blvd bridge.

The problem is when the left turn lanes back up with a mere four vehicles at a red light the fifth vehicle consumes the middle lane going straight over the bridge as the **center island divide curves inward into the center** lane preventing traffic going straight approaching the bridge.
The approach to this intersection going east is only one that expands into three lanes right at close proximity to the intersection thereby the turning lanes left and right onto Norfolk back up into the center lane thereby interfering with traffic going straight over the bridge into Mariners Island.

Foster City Traffic Relief pilot program diverts traffic from Hillsdale Blvd to Norfolk thereby increasing addition traffic at this already dysfunction intersection as this traffic seeks to access SR 92 freeway entrance on Edgewater Blvd. The traffic diversion pilot program creates additional traffic congestion on the one traffic lane bridge thereby interfering with this critical thoroughfare into Mariners Island and Foster City.

The picture below shows a black pickup truck turning right with multiple vehicles also waiting to turn right heading over the one land bridge.
Since right turns are only required to briefly stop then go the vehicles turning right towards the bridge interferes with the predominant flow of traffic coming from southbound 101 freeway exit on to Fashion Island Blvd.

For traffic heading **west** towards highway 101 going from Mariners Island the backup problem is even worse as the left turning lane from Fashion Island Blvd to South Norfolk towards Bayside lumber can only accommodate **three vehicle** turning left before **the center divider causes** addition vehicles greater than three vehicles awaiting for a green light to consume the center traffic lane going straight towards Highway 101 South and North entrances on Fashion Island Blvd.

In other words, a mere three vehicles waiting for a green light to turn left on Norfolk interferes with the predominant traffic going straight causing 20+ cars backing up over the Fashion Island Bridge.
This causes traffic heading to the 101 freeway to await multiple traffic lights to cross the Norfolk/Fashion Island intersection because this left turn lane cannot accommodate more than three vehicles before blocking the center lane from going straight to towards 101 freeway entrances.
To make matters worse when the left turning lane clears and traffic is allowed to go straight addition some of 20+ vehicles back up over the bridge are awaiting to use the left turn lane to Norfolk thereby again blocking traffic going straight on a green light. This dysfunction intersection often only allows a few vehicles at a time to proceed to the 101 freeway entrances before the intersection becomes a red light.

City Managers Drew Corbett & Jeff Moneda as shown in the pictures this intersection is a predominant **"Gateway"** to both Mariners Island and Foster City yet it looks Ghetto and Ugly.

The RV storage yard next to the bridge is an eye sore and degrades the area. This RV storage yard blocks the eye pleasing view of the Marina Lagoon; therefore this storage yard should be open space allowing views of the lagoon. The RV Storage yard is on public land leased privately on a temporary basis that said, its time the temporary use is returned to the public as open space.

Further, Foster City and San Mateo should jointly obtain all of the Caltrans "public land" airspace on Fashion Island Blvd to maximized traffic lanes capacity whereby turning lanes does not interfere and blockage traffic ability head towards Foster City and Mariners Island. Currently, Caltrans has put up ugly degrading green fences for private contractor lay down yards; this creates an ugly, ghetto appearance to the "Gateway" to the surrounding areas.

Fashion Island Blvd. is a very valued **ASSET** to both Foster City and San Mateo and we must join efforts via **"92 Corridor Alliance"** to improve traffic, widen the bridge and beautifying the Gateway to Mariners Island and Foster City with **Art** and open lands space. It is foreseeable that if Foster City and San Mateo do not come together to form a meaningful **"92 Corridor Alliance" with meaning goals in a collaborated effort to avoid Fashion Island Blvd from becoming a homeless refugee tent camp like in Oakland.**

https://www.cityofsanmateo.org/2073/Traffic

Below from SM website:

"Public Works staff introduced a **corridor study** for **19th Avenue/Fashion Island Boulevard** with an online survey and a community meeting in the neighborhood. There, citizens provided input to help staff identify short-, medium-, and long-term solutions to mitigate congestion".

Drew Corbett, there is no traffic study available on the city web page for Mariners Island, instead the web page states **"To Be Studied".**

13) From: Shawn Mooney
Sent: Thursday, **May 16, 2019** 12:00 PM
To: 'trafficrelief@fostercity.org'
Subject: Norm Dorais, Public Works Director - status of mitigation and status of the continuation of the pilot program?

Norm Dorais, Public Works Director,
Could you please provide the current status of my attached protest and the mitigation requested at Norfolk @ Fashion Island Blvd? And the Fashion Island Blvd Bridge?
Is the pilot program still active?
I am a interested party, please advise me on future meetings regarding the pilot program.
I am also an interest party to all meeting regarding the "92 Corridor Alliance".

Shawn Mooney
650-345-1144

12) From: Drew Corbett
Sent: Thursday, **May 9, 2019** 6:00 PM
To: Shawn Mooney
Subject: RE: City Managers Drew Corbett & Jeff Moneda "Protest" & Public Records Act Request --Traffic Mitigation Marina Lagoon Bridge - Norfolk intersection @ Fashion Island Blvd --Protest FC traffic relief program no mitigation adverse impacts Mariners Island

Mr. Mooney-
Laurie let me know that you called today; sorry that I missed you. I understand you were calling to ask about the pilot project going on in Foster City on Hillsdale. Our Public Works Department is still working on this in order to get you a thorough answer to your questions. I spoke with the director of the department yesterday and he said they were close, so please expect something soon. If you want to discuss further, please give me a call.

Drew Corbett
650-522-7002

11) From: Shawn Mooney
Sent: Monday, **April 15, 2019** 11:15 AM
To: Jeff Moneda (Foster City)
Cc: FC Clerk Priscilla Tam; FC Planning Commission (Planning@fostercity.org); council@fostercity.org; Foster City Curtis Banks; Foster City Public Works; Drew Corbett; Mayor Rick Bonilla ; SM City Clerk Patrice Olds; Sandy Wong; Carole Groom
Subject: Formal Protest Foster City Traffic Relief Program - Mitigation needed safety concerns

City Manager Jeff Moneda,

Formal Protest is hereby made to abort the traffic relief program for safety concerns and adverse traffic diversion impacting freeway 101 south bound at Fashion Island Blvd., mitigation requested.

Below are 10 emails describing my formal protest to Foster City Traffic Relief Program that restricts left turns on Edgewater Blvd for safety concerns and adverse traffic impacts at Fashion Island @ Norfolk and on the one traffic lane at the former SR 92 Freeway Bridge # **35C0160**.

Additionally, there are **significant safety concerns that are exactly the same safety concerns that were identified by Foster City as to why the City did not restrict left turns on Foster City Blvd at Hillsdale Blvd.**

Foster City recognizes safety concerns at Foster City Blvd that are equally safety concerns at Edgewater Blvd at Hillsdale Blvd. That said, the **City Manager is empowered to stop the traffic relief pilot program for safety concerns**, request is hereby made to discontinue the pilot program for safety concerns and until traffic mitigation improvements can be implemented.

As described in the 10 emails below the traffic pilot program, effectively diverts traffic from East Hillsdale Blvd to South Norfolk intersection at Fashion Island Blvd causing increased adverse traffic impacts to Highway 101 ingress and egress from Fashion Island Blvd that serves both Foster City residents and Mariners Island, San Mateo.

Foster City's traffic diversion program causes an adverse traffic to Mariners Island in San Mateo as the right turn from Norfolk to Fashion Island Blvd is only a **one lane bridge** crossing that is already at grid lock before the pilot program commenced.

Foster City Traffic Relief Program has not mitigated this right turn to cross the bridge as the increased right turn traffic interfere with **the predominant traffic flow coming from the 101 freeway off ramp** at Fashion Island Blvd and from **southbound 101** freeway traffic. In other words, the pilot program is causing an adverse traffic impact a prominent freeway off ramp that is vital to Mariners Island.

The Marina Lagoon Bridge east bound crossing is **only one traffic lane** that is a vital traffic thoroughfare for both Mariners Island and Foster City Residents and commercial developments. The pilot program interferes with Mariners Island established traffic circulation plan that is part of the City of San Mateo's General Plan.

Effectively, the pilot program did not consider the adverse traffic at Norfolk and Fashion Island Blvd as no mitigation was implements to reduce the adverse traffic bottleneck to cross the Marina Lagoon Bridge.

Had Foster City realized this adverse impact they would have realized the **Marina Lagoon Bridge on Fashion Island Blvd is predominantly used by Foster City residents**.
In other words, Foster City's traffic relief program on East Hillsdale only benefit Foster City residents that commute to the South Bay, thus heading north bound on the 101 freeway existing Hillsdale Blvd in the evening commute.
However, the pilot program adversely affects Foster City resident that commute home from the North Bay thereby commuting south bound 101 existing Fashion Island Blvd towards the one lane bridge over the Marina Lagoon to access Edgewater Blvd to enter Foster City.

City Manager Jeff Moneda, my additional protest is Mariners Island residents did not get proper notice of the adverse traffic impact on Norfolk at Fashion Island.
Foster City only gave public notices in a 500 feet radius of the left turn at Hillsdale and not at the 500 ft radius of the adverse traffic impact at Norfolk and Fashion Island intersection. Further, public notice should have occurred at 500 ft radius of the right turn at Edgewater Blvd. from Fashion Island.

Further notice should have incorporate 500 ft radius of the left turn from Edgewater Blvd onto the East bound SR 92 freeway entrance that backs up traffic into Mariners Island Blvd.

City Manager Jeff Moneda, the said adverse traffic conditions must be mitigated as they **cause the increased safety concerns** on Mariners Island Blvd and Fashion Island Blvd are the exactly same safety concerns the City Council foresee on Foster City Blvd., thereby allowing left turns on E. Hillsdale Blvd.
That said, the city manager must abort the traffic relief program as it is **causing safety concerns** to Mariners Island in San Mateo without any traffic mitigation.
City Manager Jeff Moneda, the City of Foster City has recently collected massive amounts of **development traffic impact fees** from the Gilead Science campus which abuts to Mariners Island Blvd.
Mariners Island Blvd is right on the City Borders between Foster City and San Mateo.
In fact Mariners Island Blvd was originally named Beach Park Blvd, as a continuation of Foster City's bay front perimeter road "Beach Park Blvd".

City Manager Jeff Moneda, as you know the Mitigation Act requires impact fees collected be used for the impacts related to the development. In fact the Mitigation Act requires the collected impact fees to be held in a separate account and each identified capital improvement projects which the fees are to pay for the mitigation improvement.
In other words, some of the traffic impact fees from the Gilead Science project must be allocated to traffic impact on Mariners Island Blvd and Fashion Island Blvd including widening the former State Route 92 Bridge over pass to Highway 101.
The Mitigate Act requires impact fees are required to be used localized to the development project impact to the immediate surrounding are regardless of the city boundaries lines.

City Manager Jeff Moneda, Foster City in promoting the traffic relief program claims the City of Foster City is steering a "**92 Corridor Alliance**" this allegiance does not have any neighborhood representation in the "**92 Corridor Alliance**" from Mariners Island neighborhood and Mariners Island commercial developments.

City Manager Jeff Moneda, to have a meaningful "92 Corridor Alliance" it must first start with have a Joint Powers Agreement for capital improvement on Fashion Island Blvd to the Highway 101 freeway to improve traffic flows in the 92 Corridor.

The Mitigation Act requires the development traffic impacts fees collected must be use to mitigate the addition traffic the Gilead Science project impacts the Fashion Island Blvd ingress and egress to the Highway 101 underneath SR 92 overpass. This would require widening the former SR 92 Bridge over the Marina lagoon on Fashion Island Blvd.

City Manager Jeff Moneda, the City of San Mateo has also recently obtained significant redevelopment traffic impact fees that are now available. That said, the time is now to form a **meaningful "92 Corridor Alliance" with a "Joint Powers Agreement" to take immediate actions.**

City Manager Jeff Moneda, to increase the quality of life that has been greatly diminished by traffic from over development without any traffic mitigation to the former 92 bridge at Fashion

Island Blvd. The time is ripe to widen the bridge while traffic mitigation fees are available and before the under developed land adjacent to the former 92 bridge get redeveloped.
See Caltrans emails below.

Shawn Mooney
Mariners Island Resident

10) From: Drew Corbett
Sent: Tuesday, **April 9, 2019** 11:00 AM
To: Shawn & Snicker
Subject: RE: City Managers Drew Corbett & **Jeff Moneda "Protest"** & Public Records Act Request –No Traffic Mitigation Marina Lagoon Bridge - Norfolk intersection @ Fashion Island Blvd --**Protest FC traffic relief program no mitigation adverse impacts Mariners Island**

Shawn
I am working with City staff to provide you with a response. I will get something to you as soon as I am able.

Thanks,
Drew

9) From: Shawn Mooney
Sent: Monday, **April 8, 2019** 3:08 PM
To: Drew Corbett; **Jeff Moneda (Foster City);** SM City Clerk Patrice Olds; **FC Clerk Priscilla Tam**
Cc: **FC Planning Commission (Planning@fostercity.org); council@fostercity.org;** Mayor Rick Bonilla ; LAFC Poyatos (mpoyatos@smcgov.org); Sandy Wong; Carole Groom
Subject: City Managers Drew Corbett & **Jeff Moneda "Protest"** & **Public Records Act Request** –No Traffic Mitigation Marina Lagoon Bridge - Norfolk intersection @ Fashion Island Blvd --**Protest FC traffic relief program no mitigation adverse impacts Mariners Island**

City Managers Drew Corbett & **Jeff Moneda**, I am a native Foster City resident for 20+ years and Mariners Island resident for 30+ years.
That said, I am a historian expert on both Foster City and Mariners Island.
Before the 92/101 interchange overpass that was built in the mid 1980's, the Marina Lagoon Bridge was SR 92.
That said who owes the Marina Lagoon Bridge today?
Logic indicates when the Marina Lagoon Bridge was SR 92 the State owned the Bridge. How owns the bridge today**?**
Therefore the million dollar question is what jurisdiction maintains the bridge**?** The State?, the County?, City of San Mateo? Estero Municipal Improvement District (EMID) **?**
More than 20 years ago the bridge had an earthquake seismic retrofit for the Bridge foundation pier column, who paid for this bridge improvement**?**
What jurisdiction approved the seismic earthquake retrofit project**?**
The bridge pier columns where **expanded 5 feet wider than the bridge on each side**, logically this was done for a future bridge widening project.
What are the plans for widening the Marina Lagoon Bridge deck**?**
What jurisdiction is tasked with widening the bridge?
Who pays for the widening of the bridge**?**

Both Foster City and San Mateo have collected massive development traffic impact fees, how much of those fees are dedicated to widen the bridge and traffic improvement to the 101 freeway at Fashion Island Blvd and 19th Avenue**?**
By all accounts the expanded bridge deck is **desperately needed now**, to mitigate the right turn lane from Norfolk to Fashion Island Blvd at the foot of the bridge that interferes with the predominate traffic coming from the south bound 101 exit onto Fashion Island Blvd.
Effectively, vehicles making a right turn from Norfolk towards the Marina Bridge need to stop for a second then proceed to jump into oncoming traffic sharing this one traffic lane to cross the Marina Bridge, thereby interrupting predominant traffic flow.
At the East side of the Marina Bridge **traffic lanes gradually expand to four lanes**, however do to the increased traffic volume making a right turn on Edgewater Blvd caused from Foster City's traffic relief plan, traffic backs up to make a right turn on Edgewater Blvd back up all the way to the bridge before the one traffic lane expands in four lanes.
The Marina Lagoon Bridge is **only one lane for east bound traffic**, with the prominent traffic coming from 101 Freeway, yet there is **only one traffic lane** for east bound traffic crossing the Marina Lagoon bridge heading into Mariners Island and Foster City.
This one traffic lane to cross the Marina Lagoon bridge serves traffic from multiple directions thereby the **bottle neck of traffic congestion** as traffic back up in all directions caused by traffic not moving thereby traffic cannot get cross the Norfolk/Fashion Island Intersection because there nowhere to go do to backed up traffic on the bridge.
The backed up traffic at the Marina Bridge causes adverse traffic congestion all the way to South Delaware via 19th Avenue and Fashion Island Blvd.
During peak traffic it takes me 25 minutes to travel from South Delaware (Arco Gas Station) to Mariners Island Blvd because it often take two or three red lights to cross each of the three interceptions to travel this mere two miles as interception cannot be crossed because there is nowhere to cross as traffic backs up into the interceptions allowing just a couple vehicles to cross.
Foster City's new traffic relief program divert from Hillsdale Blvd to Norfolk to the one lane Marina Lagoon bridge that is already impacted before the pilot program commenced.
This adverse impact on the Marina Lagoon bridge must be mitigate by Foster City as the pilot program is causing additional adverse traffic impacts to an existing dysfunction traffic circulation problem.
The problem is, it appears neither Foster City or San Mateo have budget money or collected traffic impact fees for widening the Marina Lagoon Bridge because jurisdiction is unknown, because the bridge was formally SR 92.
The next problem is the bridge predominately serves Foster City yet located in San Mateo. Mariners Island by land size and population is only a fraction in size and population compared to Foster City, therefore it is vital that a **cost splitting agreement** is establish between Foster City and San Mateo for traffic improvement on Fashion Island Blvd to the 101 freeway.

Foster City, notice of it traffic relief program neglects to give Mariners Island residents notice of its plans to divert traffic on to Norfolk thereby adversely impacting the Marina Lagoon Bridge. Please identify how Foster City plans to mitigate this adverse traffic impact on the **one lane bridge overpass**.
Further attachement #2 Foster City claims there is a **"92 Corridor Alliance"** yet know body was heard of such "Alliance" and no documents are notices are available on the internet. Request is hereby made to provide all documents related to the "92 Corridor Alliance" including identified funding sources from development traffic impact fees and a description of all

proposed traffic improvements that is directly related to the Fashion Island Blvd and the Norfolk intersection and the Marina Lagoon Bridge.
Please also provide a copy of any existing **cost sharing agreements** between Foster City and San Mateo related to the said traffic improvements.
Please identify each member of the **"92 Corridor Alliance".** Are meeting open to the public for the **"92 Corridor Alliance"?** Are meeting notices announced**?**
Can the public participate in the "92 Corridor Alliance"?

Traffic studies and **Traffic Circulation Plans must be updated to adjust for the recent building explosion at Gilead Science in Foster City and redevelopment projects in San Mateo East of El Camino as the current traffic problems is not sustainable and undermines the quality of life.**
Redevelopment projects generate **millions in traffic impact fees** and are **required per the Mitigation Act** to be used on **related adverse impact mitigation**. **In fact the Mitigation Act requires traffic impact fees to identify the improvement project and a fund held is a separate account for that traffic improvement project.**
Please provide an accounting of all development traffic impact fees collected for the past five years collecting from all development project within a two mile radius of SR 92 including known redevelopment projects that have not commenced for example Charter Square in Foster City and Ross/TJ Max shopping center in San Mateo.
Please specifically identify the traffic improvement fees that are dedicated to widening the Marina Lagoon Bridge?

Please provide a method of notification for interested parties to participate in the "**92 Corridor Alliance".**

In summary, the bottle neck traffic congestion in Foster City and Mariners Island, Fiesta Garden is primarily caused at the Marina Lagoon Bridge which is the former SR 92 freeway. Please improve the quality of life by fixing this bottle neck traffic problem as the "**92 Corridor Alliance**" highest priority.

I hereby **protest** the Foster City Traffic Relief Pilot Program as it adversely impact Mariners Island and surrounding neighborhoods in San Mateo without any traffic mitigation efforts at Fashion Island Blvd Bridge**.** The requested documents and the asked questions herein are requested from Foster City, EMID and San Mateo equally.

Shawn Mooney
Mariners Island Resident

8) From: Shawn & Snicker
Sent: Friday, **April 5, 2019** 12:35 PM
To: Drew Corbett; **Jeff Moneda (Foster City); council@fostercity.org**
Cc: LAFC Poyatos (mpoyatos@smcgov.org); SM City Clerk Patrice Olds; Mayor Rick Bonilla ; **FC Planning Commission (Planning@fostercity.org)**; Foster City Clerk Doris Palmer; Sandy Wong; Greg White; Foster City Curtis Banks
Subject: Drew Corbett & **Jeff Moneda traffic complaint What are the traffic improvements ?** Fashion Island Blvd - widen Marina Lagoon Bridge @ Norfolk

City Manager Drew Corbett, the Foster City traffic relief program has raised many concerns for San Mateo residents.
As you know San Mateo has recently redeveloped many large projects in a concentrated area next to SR 92 between the rail road tracks and South Grant Street.
People in this area are very concern about traffic is already at grid lock and desire to know
What are the additional traffic improvements to mitigate this traffic explosion?
Specifically at:

1) East Bound 92 Delaware freeway off ramp?
2) 19th Avenue?
3) South Grant?
4) **South Delaware?**
5) **Fashion Island Blvd?**
6) **Interception at Norfolk and Fashion Island Blvd?**
7) **Marina Lagoon Bridge widening?**

City Manager Drew Corbett, the seven areas above is in desperate need of major traffic improvements to mitigate the recent new developments in this area.
Further, the seven areas above will have addition massive traffic impacts from many large redevelopment project that have not broken ground including the Ross/TJ Max shopping center, the former City corp. yard next to the R/R tracks, the Smart and final shopping center on Norfolk.
These new projects including the projects recently developed in this area have generate millions dollars in development impact fees and as you know these impact fees per the Mitigation Act are required to be use specifically to mitigate the traffic impacts created by the new developments.
In other words, mitigations fees collected from development projects between the R/R tracts and Norfolk must be spent on improvement in the same corridor east of the R/R tracts.
In other words, the impact fees collected from these massive re-development projects can only be used to mitigate the actual adverse impacts that are created from the new developments.
That said, there should be substantial funding available for traffic improvements to the seven areas above.
Please identify the proposed and approved traffic improvements to the seven areas above that are all **east** of the Rail Road tracts.
Please limit your response to the seven areas above, as my neighbors and I are primarily concerned with traffic circulation improvements below the SR 92 interchange overpass, whereby the nearby redevelopment is occurring. Please also Include pedestrian (green surface) bike lanes improvements and visual improvement as this area looks ghetto and visually unappealing for such a wealthy area Gateway.
The airspace land under 92 interchange overpass must be beautified as this area is a **prominent Gateway** to both Foster City and Mariners Island and a Regional Shopping Center and Gilead Science Headquarter.

City Manager Drew Corbett, the **Marina Lagoon bridge piers were seismically earthquake retrofitted more than a decade ago**.

The seismic retrofit project contemplate the **bridge would be widen** at some point as the **improved bridge piling extent wider** than the existing bridge pilings on both sides.
Please provide the status of widening this bridge?
It appears there is no better time than now, because adjacent to the bridge on the north side next to the Fish Market is an undeveloped project, that will be developed soon.
On the East side of the bridge is a temporary RV storage yard in public Caltrans "air space".
Therefore, the **time is ripe to widen the bridge now** as this under sized bridge is the bottle neck of existing traffic impacts in the area.

City Manager Drew Corbett, the Marina Lagoon bridge is a critical and vital traffic thorough fare for Mariners Island, however it is even more critical for Foster City residents as Mariners Island is a fraction of the size and population compared to Foster City.

Therefore, Foster City development impact fees must also be utilized for widening this bridge and traffic improvements under the 92 interchange overpass.
Foster City has collected many millions of dollars from development impact fees from the massive redevelopment of Gilead Science Headquarters that is located in Mariners Island, north of SR 92.
For clarity Foster City is predominately located south of SR 92.

Further, Foster City's traffic relief program diverts from Hillsdale Blvd on the South Norfolk that further adversely impact the Norfolk @ Fashion Island interchange at the right turn from Norfolk over the Marina Lagoon Bridge. Foster City must mitigate this traffic impact of diverting traffic seeking to access the Edgewater Blvd 92 east freeway entrance, which has been traditionally accessed from both Hillsdale Blvd and Fashion Island Blvd.
By Foster City unilaterally eliminating Hillsdale Blvd as a access to 92 east freeway entrance, Foster City has doubled the demand on the San Mateo Fashion Island to access the 92 east freeway entrance that is located smack dead center on the Foster City/ San Mateo boarder line.
It is not equitable for Foster City to eliminate Hillsdale Blvd as a 92 East freeway entrance access because it adversely impacts Mariners Island, therefore mitigation must be forthcoming.

City Manager Drew Corbett and City Manager Jeff Moneda, the Mitigation Act requires impact fee collected must be utilized for directly related impacts.
It's time for the two Cities to work together in a collaborated effort to implement traffic improvements that have **mutual benefits to both communities**.
The Fashion Island corridors including the Marina Lagoon Bridge are in critical need of traffic improvements.
The corridor has been neglected because the two City are not working together because the projects are located in San Mateo, however the needed improvements primarily benefit Foster City the most.
Both Cities have collected historical high development impact fees recently, yet the desperately needed traffic improvements at the Fashion Island Gateway are not forthcoming.
Are development impact mitigation fees be diverted outside the impact areas whereby the impact fees were collected**? If so this violated the Mitigation Act.**

City Manager Drew Corbett and **City Manager Jeff Moneda**, please come together to right the sinking ship. Foster City and San Mateo must figure out a improvement benefit analysis thereby establishing a percentage analysis as to the traffic improvement cost. Without such a cost splitting agreement, the traffic improvements are not being forthcoming or budgeted.

There will never be in the future a higher amount of development impact fees available to the Fashion Island corridor as there has never been such a building explosion in this particular area.
That said, traffic improvement must be implements to protect the quality of life in this specific area.

Shawn Mooney
Mariners Island Resident

7) From: Shawn Mooney
Sent: Thursday, **April 4, 2019** 9:25 AM
To: Drew Corbett; **Jeff Moneda (Foster City)**
Cc: **FC Planning Commission (Planning@fostercity.org); council@fostercity.org;** Mayor Rick Bonilla
Subject: #7 Left @ Edgewater Blvd main arterial thoroughfare to San Mateo Mariners Island Adverse impact is at Norfolk & Fashion Island intersection back up traffic Fiesta Gardens -South Grant & South Delaware

Foster City Manager Jeff Moneda & San Mateo City Manager Drew Corbett,
The adverse impact of Foster City pilot program causes a bottle neck at the intersection of Norfolk and Fashion Island Blvd at the Marina Lagoon Bridge.

The battle ground is traffic access to the 92 east bound freeway entrance on Edgewater Blvd that is right on the City border between Foster City and San Mateo.

Foster City pilot program eliminates access to the 92 east freeway entrance from Hillsdale in Foster City, thereby diverting the traffic to South Norfolk towards Fashion Island Blvd by then a turning right on Edgewater Blvd to access 92 east freeway entrance.
The problem is the intersection at the Marina Lagoon Bridge intersection on Norfolk cannot support this traffic diversion, thereby restricting the number of cars that can cross the bridge from all directions as traffic backs up on the Marina Lagoon bridge thereby restricting the number of vehicle that can cross the Norfolk/Fashion Island intersection as there is nowhere to go.
In other words, it can take two or three red lights to cross the Norfolk/Fashion Island intersection because of the backed up traffic on the Marina Lagoon Bridge making it impossible to cross the intersection.

For example, traffic is backed up in Fiesta Garden area at South Grant and South Delaware all because of the bottle neck traffic at Norfolk/Fashion Island intersection. It takes multiple red lights to cross interception at 19th Avenue and S. Grand and S. Delaware all because of the backed up traffic at **Norfolk/Fashion Island intersection.**

This traffic problem is only going to get worse as San Mateo is redeveloping nearby projects with high density housing including the TJ Max, Rite Aide, and Ross shopping center.
San Mateo's traffic circulation models are adversely impacted by Foster City traffic relief program on Hillsdale Blvd (see attachment). Notable, the Norfolk/Fashion Island intersection is a critical link for both Foster City and Mariners Island residents, therefore Foster City efforts to eliminate traffic on Hillsdale Blvd in Foster City is only shifting the traffic problem to Norfolk/Fashion Island intersection.

By this complaint, I request traffic mitigation at Norfolk/Fashion Island intersection to off-set the adverse impacts from Foster City's pilot program that eliminates left turns at Edgewater Blvd that blocks access to the SR 92 east freeway entrance. San Mateo is requested to update it traffic circulation

models to address the adverse traffic impacts caused by Foster City traffic relief program that imposed adverse impact on San Mateo.
It is not equitable for Foster City to relief traffic on Hillsdale Blvd by diverting the traffic impact to San Mateo. I suggest consideration to restricting the hours of use of the 92 east freeway entrance on Edgewater Blvd instead of restricting use of Edgewater Blvd to accomplish Foster City's same goal of relieving traffic on Hillsdale Blvd. Edgewater Blvd is a critical and vital thoroughfare for Mariners Island residents, whereby decades of development traffic circulation models are base on Edgewater Blvd as a corner stone of traffic circulation. For Foster City to **unilaterally** restrict use of Edgewater Blvd without mitigation to Mariners Island and mitigation efforts at **Norfolk/Fashion Island intersection is only shifting Foster City traffic problem elsewhere impacting San Mateo residents, this is not equitable.**

Shawn Mooney
Mariners Island Resident

6) From: Drew Corbett
Sent: Wednesday, **April 3, 2019** 6:25 PM
To: Shawn Mooney
Cc: **Jeff Moneda (Foster City)**
Subject: **#6** RE: Left @ Edgewater Blvd main Arterial thoroughfare to San Mateo Mariners Island

Shawn-
Thank you for bringing your concerns to my attention. These left turn restrictions are occurring in Foster City, so this pilot program is not something that San Mateo has the ability to compel Foster City to terminate.

When Foster City was contemplating this pilot program, San Mateo expressed its concerns about the impact of these left turn restrictions on San Mateo residents. Ultimately, however, this was Foster City's decision to make. We will continue to be in communication with Foster City about the results of the pilot program and its future plans related to restricting left turns.

Thanks,
Drew

5) From: Shawn Mooney
Sent: Wednesday, **April 3, 2019** 10:27 AM
To: Drew Corbett
Cc: **'jmoneda@fostercity.org'**
Subject: **#5** Left @ Edgewater Blvd main Arterial thoroughfare to San Mateo Mariners Island

City Manager Drew Corbett, attached is Foster City notice of proposed traffic pilot program, which includes a map.
The Map shows Edgewater Blvd is a main arterial thoroughfare that connects Foster City and Mariners Island in San Mateo.

Foster City and Mariners Island is bisected by State Route 92, thereby Edgewater Blvd between Hillsdale and Mariners Island Blvd is a critical link to both FC & SM.

Foster City residents rely upon make a right turn on to Edgewater Blvd from Fashion Island Blvd and Mariners Island residents rely upon making a left turn on Edgewater Blvd from Hillsdale Blvd.
For the reasons stated in the three emails below the attached pilot plan must be aborted due to the adverse impacts to San Mateo's Mariners Island.

Per the attached notice the Foster City Manager has the **authority to terminate the program anytime for "Safety".**
My complaint does not raise safety concerns; however it does raise material equitable concerns.

City Manager Drew Corbett, please confirm with FC City Manager Jeff Moneta that Foster City will terminate the pilot program.

See email below from Vice Mayor Herb Perez.

4) From: **Herb Perez** [mailto:**hperez@fostercity.org**]
Sent: Tuesday, **April 2, 2019** 12:13 PM
To: Shawn Mooney
Cc: City Council; Foster City Planning Department; **Drew Corbett**; Deputy City Attorney
Subject: Re: Foster City Complaint Left turn on Hillsdale Blvd restricted hours ADVERSE EFFECT on Mariners Island

Thank you for your note.

Actually a good question and interesting problem.

Sent from my iPhone
Www.goldmedalmembers.com

3) From: Shawn Mooney
Sent: Tuesday, **April 2, 2019** 12:58 PM
To: **council@fostercity.org; FC Planning Commission (Planning@fostercity.org)**
Cc: **Drew Corbett**
Subject: **#3** Foster City Complaint Left turn on Hillsdale Blvd restricted hours ADVERSE EFFECT on Mariners Island

Foster City Council and Planning Commission, the restricted hours to make a left turn on Hillsdale Blvd, has an adverse effect on Mariners Island traffic circulation plan. Mariners Island Specific Plan incorporated a traffic circulation plan, the City of Foster City new pilot program that restrict left turns toward Mariners Island adversely impacts San Mateo's traffic circulation plans without any mitigating consideration to Mariners Island residents and commercial developments.
Therefor, Foster City is adversely impacting San Mateo's general plan.
Mariners Island is fully developed and the traffic models that allowed the existing density included access from Hillsdale to Edgewater Blvd.
For Foster City to Change the established traffic circulation without consenting the City of San Mateo or Mariners Island residents and Commercial uses is outrageous and violates CEQA requirements.
There is a long term adverse traffic impact on San Mateo circulation plan, thus adverse impacts on San Mateo's general plan.
Please eliminate this adverse impact until traffic models in San Mateo can support this impact.
Mariners Island Resident

Cc: **Drew Corbett, City Manager San Mateo**

2) From: Shawn Mooney
Sent: Tuesday, April 2, 2019 12:08 PM
To: **council@fostercity.org; FC Planning Commission (Planning@fostercity.org)**
Cc: **Drew Corbett**
Subject: **#2** Foster City Complaint Left turn on Hillsdale Blvd restricted hours ADVERSE EFFECT on Mariners Island

Foster City Council and Planning Commission,
Question:
Would it be fare for the City of San Mateo to restrict right turns at Fashion Island Blvd at Edgewater?
Thereby eliminating Edgewater Blvd as a means for Foster City residents to access their homes?
This example is exactly what Foster City is doing to Mariners Island residents in San Mateo.

Shawn Mooney
Mariners Island Resident

1) From: Shawn Mooney
Sent: Tuesday, **April 2, 2019** 10:44 AM
To: **council@fostercity.org**
Cc: **FC Planning Commission (Planning@fostercity.org)**
Subject: **#1** Complaint Left turn on Hillsdale Blvd restricted hours ADVERSE EFFECT on Mariners Island

Foster City Council and Planning Commission, a complaint/protest is hereby made, the restricted hours to make a left turn on Hillsdale Blvd, has an adverse effect on Mariners Island residence.
It is not fair that Foster City created an adverse traffic condition on San Mateo residence in Mariners Island.
Protest is hereby made that requesting mitigation on left turn from Hillsdale to Edgewater, thereby allowing Mariners Island residents to access their homes on public streets Edgewater from Hillsdale Blvd.
It is not fair or equitable for Foster City to mitigate traffic in Foster City by causing adverse traffic on San Mateo residents.

Shawn Mooney
Mariners Island Resident

From: Carle, Heidemarie@DOT [mailto:heidemarie.carle@dot.ca.gov]
Sent: Thursday, **April 11, 2019** 2:10 PM
To: moondoggg@sbcglobal.net
Cc: Freer, Marcy@DOT; Stoll, Kendra@DOT
Subject: CPRA R002101-041119 Shawn Mooney

Hello Shawn,

It was very nice talking to you earlier. As per our conversation, I've entered your request into the Public Records Center under the account you opened yesterday (well done!).

Attached is the Local Agency Bridge List for San Mateo CA. The bridge is highlighted near the bottom of page 1. I looked at the **as-built plans from 1993 and they seem to indicate that the seismic retrofit/earthquake damage project was completed for and by the City of San Mateo**. I will look at them more closely on Monday when I will have a chance to download them. I will also check the Right-of-Way maps to see if there is any indication of when the bridge was transferred to the City.

I've copied Caltrans Librarian Kendra Stoll on this email. I will work with her in the event the Library has information helpful to your research.

I will be in touch next week. Please let me know if you have any questions in the meantime.

Sincere regards,

Heidi

Heidemarie Carle
CPRA Public Records Request Coordinator
Office of Public Affairs
Caltrans District 4
Alameda, Contra Costa, Marin, Napa, San Francisco, Santa Clara, San Mateo, Solano, Sonoma Counties
510-622-0799 Desk
510-286-6445 Public Affairs

From: Weiss, Jeffrey A@DOT [mailto:Jeffrey.Weiss@dot.ca.gov]
Sent: Friday, April 12, 2019 3:44 PM
To: Shawn Mooney
Subject: RE: Jeff Weiss -- Assistance Requested District 4 Caltrans San Mateo County (510) 286-5543

Hi Shawn –

I've received your request for information. It will take some time to gather the information that you request. I'm letting you know that I've started the process, and I'll update you as we go along. Feel free to contract me if you need an update along the way.

From: Shawn Mooney
Sent: Wednesday, April 10, 2019 10:19 AM
To: Weiss, Jeffrey A@DOT <Jeffrey.Weiss@dot.ca.gov>
Subject: Jeff Weiss -- Assistance Requested District 4 Caltrans San Mateo County (510) 286-5543

Hi Jeff Weiss, could you please provide any records for the former 19th Avenue Freeway in San Mateo (today call SR 92).
I am specially looking for information regarding the 19th Ave bridge crossing the Marina Lagoon (formerly call Seal Slough).
This bridge on the west side lands at Norfolk Ave in San Mateo.
The Bridge Road crossing the Marina Lagoon today is call Fashion Island Blvd which serves a freeway ingress/egress to HWY 101.
This **one lane** bridge each way is a critical traffic thoroughfare in Mariner Island San Mateo and Foster City. However nobody knows who owns the bridge today.
Any documents on the History of this Bridge would be very much appreciated and share with both Foster City and San Mateo.

Approximately 20 years ago this Bridge (hereafter call the Marina Lagoon Bridge) was earthquake seismically retrofitted.

If you have any records, documents, pictures related to who undertook this project, how was it funded it would be greatly appreciated.
The seismically retrofitted project widen the bridge pier foundation by 5 feet on each side of the bridge for a anticipated future widening of the bridge, the prize goal is to specially find plans, documents or anything relevant to a future plan to widen the bridge.
If the bridge was dedicated to another jurisdiction like the County of San Mateo, Estero Municipal Improvement District, the City of Foster City, or the City of San Mateo those documents records would also gratefully appreciated.

Many Thanks,
Shawn Mooney

DATE: May 20, 2019

TO: Mayor and Members of the City Council

VIA: Jeff Moneda, City Manager

FROM: Norm Dorais, Public Works Director/City Engineer

SUBJECT: TRAFFIC RELIEF PILOT PROGRAM - NO LEFT TURNS ON EAST HILLSDALE BOULEVARD AT THE INTERSECTIONS OF EAST HILLSDALE BOULEVARD/EDGEWATER BOULEVARD AND EAST HILLSDALE BOULEVARD/SHELL BOULEVARD

RECOMMENDATION

It is recommended that the City Council, by Minute Order, provide policy direction on the Traffic Relief Pilot Program (TRPP) to either (1) extend the program for an additional three (3) months and conduct any additional environmental review under CEQA necessary to permanently implement the program; or (2) terminate the program.

EXECUTIVE SUMMARY

The City Council voted to implement a three-month trial of the TRPP at the December 17, 2018 Council Meeting. The pilot program officially began on February 11, 2019. During the last three (3) months, the TRPP has been implemented on a daily basis during the work week from 4:00 PM-7:00 PM. Before and during the trial period, traffic counts were performed, a survey was conducted, and operational adjustments were made.

Based on City staff's observations, input received, and unintended improvements to eastbound California State Route 92 (SR 92) on-ramps, it appears the TRPP is functioning well.

BACKGROUND

Following over a year of discussions with the community and the City Council, a TRPP restricting left turns at two (2) intersections began on February 11, 2019. The TRPP restricted left-turn (and U-turn) movements while traveling eastbound on East Hillsdale Boulevard at the intersections of East Hillsdale Boulevard/Edgewater Boulevard and East Hillsdale Boulevard/Shell Boulevard. The restrictions have been in effect during the peak evening commute hours from 4:00 PM-7:00 PM, Monday to Friday, major holidays excluded, since the start of the three-month trial period.

The TRPP and survey results were discussed at the December 17, 2018 City Council Meeting. Consistent with City staff's concerns, the City Council also raised reservations on the impacts this TRPP would have on its residents. However, it was decided this attempt to alleviate traffic congestion would be worthwhile rather than keeping the status quo. The City Council approved 5-0-0 for the TRPP to move forward in implementation as described.

During the program, should any safety concerns arise, authority has been given to the City Manager to terminate at any time. Additionally, efforts were made to make this transition as smooth as possible: through engagement of impacted homeowner associations/properties, ensuring proper signage and notification prior to and during the pilot period, and coordination with the navigation apps.

ANALYSIS

East Hillsdale Boulevard is primarily a six-lane arterial roadway with recently-installed dedicated bike lanes and speed limits ranging from 40 mph, from the City limits to Edgewater Boulevard, to 35 mph, from Edgewater Boulevard to Shell Boulevard. Both intersections, East Hillsdale Boulevard/Edgewater Boulevard and East Hillsdale Boulevard/Shell Boulevard, are controlled by traffic signals. Edgewater Boulevard varies from four (4) to six (6) lanes in each direction and is an arterial roadway with a 40 mph posted speed limit approaching East Hillsdale Boulevard in both directions. Shell Boulevard is also a four-lane arterial roadway with a posted speed limit of 35 mph approaching East Hillsdale Boulevard in both directions.

Traffic counts indicate that peak hour traffic (5:00 PM-6:00 PM) has increased by as much as 30% since 2015.

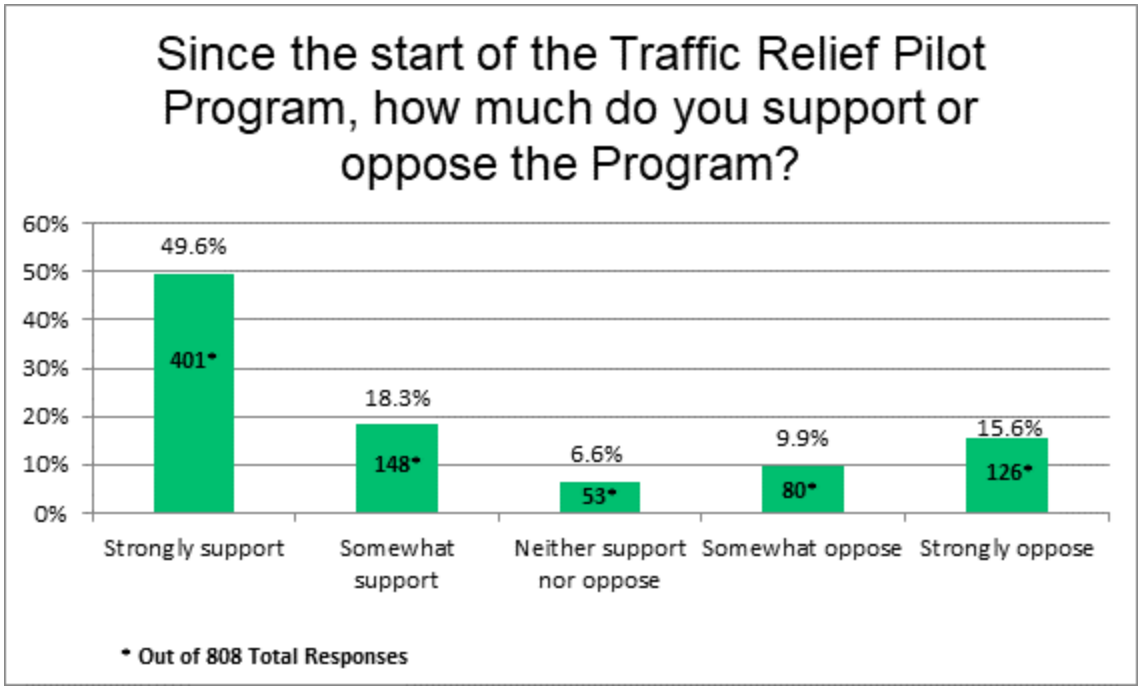
Traffic Volume Comparison 2015 to 2018 along East Hillsdale Boulevard
5:00 PM-6:00 PM Peak Hour:

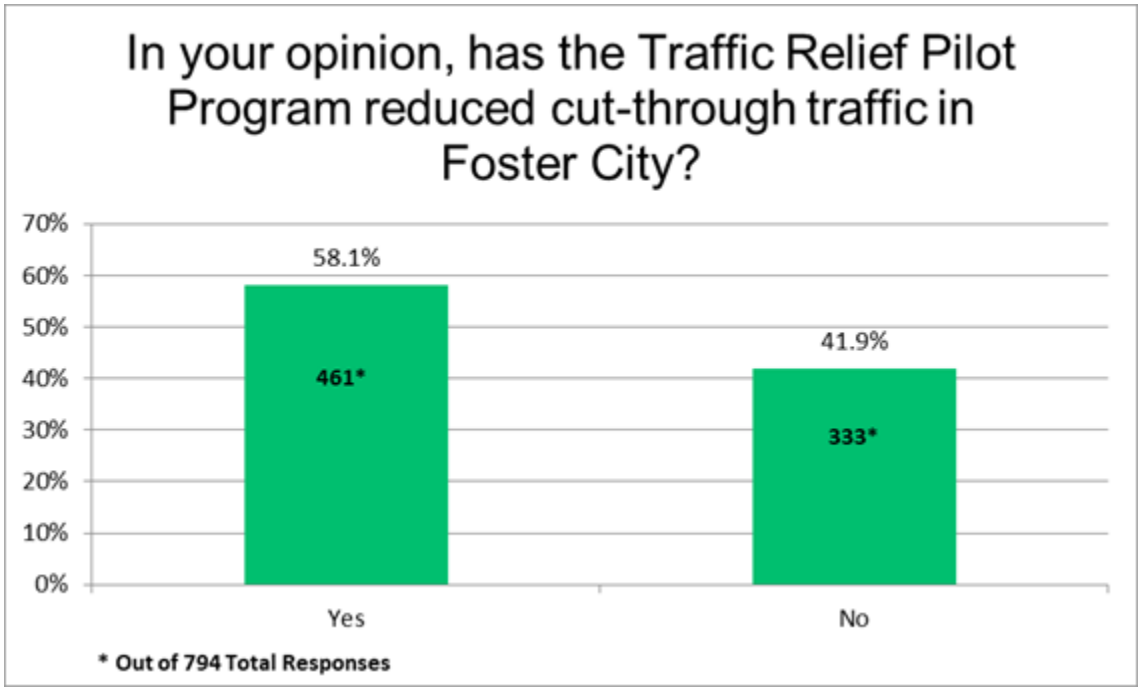
Count Location	2015			2018			Change %
	E/B	W/B	Total	E/B	W/B	Total	
East Hillsdale Boulevard, East of Altair Avenue	1,572	1,234	2,806	1,977	1,273	3,250	+16%
East Hillsdale Boulevard, West of Shell Boulevard	1,246	740	1,986	1,538	953	2,491	+25%
East Hillsdale Boulevard, West of Foster City Boulevard	891	709	1,600	1,313	774	2,087	+30%

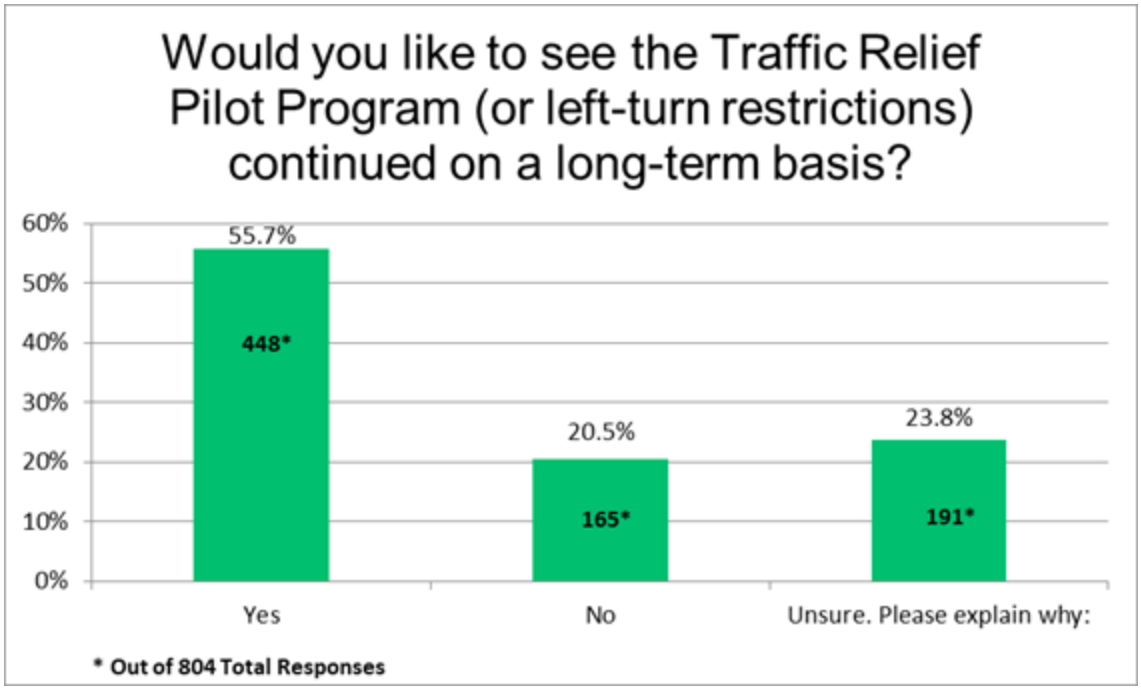
Subsequent to the start of the TRPP, baseline traffic counts were conducted in mid-March 2019. During the pilot program, TRPP intersections showed an approximately 3% traffic volume decrease during the trial time period (4:00 PM-7:00 PM). While overall traffic volumes along East Hillsdale Boulevard increased by approximately 5% from 5:00 PM-6:00 PM, the TRPP elimination of the left turn phase resulted in more "green time" for through-traffic, thus improving traffic flow due to signal efficiency and resulting in decreased travel times. This efficiency is highlighted by three (3) of the nine (9) study intersections showing an improvement to the Level of Service, with only one (1) intersection (East Hillsdale at Center Park Lane) showing a reduction in the Level of Service. The remaining five (5) intersections maintained the same Level of Service. The complete traffic report is included in Attachment 1.

City staff also checked with the City of San Mateo staff on the issue of the potential for increased traffic through San Mateo as a result of the TRPP. The traffic counts indicated a minimal effect on the streets adjacent to the East Hillsdale Boulevard corridor.

In order to gauge public sentiment about how the program is being received, City staff prepared an online survey during March about how people felt the TRPP was working. The survey was sent to prior participants in the previous TRPP survey, advertised in the local paper, and links to the survey were displayed at City facilities and included on the City website. The survey was open for three (3) weeks from March 11 through March 31 and over 800 responses were received. The survey questions and the results are summarized in the three (3) tables below.


Since the start of the Traffic Relief Pilot Program, how much do you support or oppose the Program?
60%
50%
40%
30%
20%
10%
0%
49.6%
401*
18.3%
148*
6.6%
53*
9.9%
80*
15.6%
126*
Strongly support
Somewhat support
Neither support nor oppose
Somewhat oppose
Strongly oppose
* Out of 808 Total Responses


In your opinion, has the Traffic Relief Pilot Program reduced cut-through traffic in Foster City?
70%
60%
50%
40%
30%
20%
10%
0%
58.1%
461*
41.9%
333*
Yes
No
* Out of 794 Total Responses



As was done with the initial survey in October of 2018, the full March 2019 survey results, including the complete list of questions and detailed responses, are available for review at the following web link: www.fostercity.org/TRPPFeedbackSurvey*.

Besides using traditional traffic counts, City staff is working with a vendor to provide origin and destination information. Tracking vehicles entering Foster City and leaving Foster City via the SR 92 on-ramps (Edgewater Boulevard and Metro Center Boulevard) provides data for estimating the number of vehicles using East Hillsdale Boulevard to "cut-through" Foster City. Staff did not learn of the vendor's product until after the start of the program, so there is only data since one (1) week after the start of the TRPP. Based on the data collected and analyzed to date, the average "cut-through" rate ranges between 15-20%. There does not appear to be a pattern to the "cut-through" traffic patterns (e.g. worse on Wednesday at 5:00 PM-5:15 PM). Rather, the percentages are random and do not present a consistent pattern. City staff continues to work with the vendor to improve the data collection and reporting strategy.

TRANSPORTATION SUBCOMMITTEE

The Transportation Subcommittee, consisting of Mayor Sam Hindi and Councilmember Sanjay Gehani, has reviewed the staff report.

ENVIRONMENTAL REVIEW

As further explained in the attached Notice of Exemption (Attachment 2), City staff has determined that the TRPP, and the proposed temporary three-month extension of the

TRPP, is statutorily and categorically exempt from CEQA pursuant to the following CEQA Guidelines Sections: § 15262 (Feasibility and Planning Studies); § 15301 (Existing Facilities); § 15306 (Information Collection); § 15305 (Minor Alterations in Land Use Limitations). Prior to considering any permanent implementation of the program, additional data collection and analysis will be conducted to confirm whether permanent implementation of the program is exempt from CEQA (under § 15301 (Existing Facilities) and/or § 15305 (Minor Alterations in Land Use Limitations) or requires additional environmental analysis in the form of a negative declaration, mitigated negative declaration or environmental impact report.

FUTURE STEPS

Should the TRPP be implemented on a permanent basis, the following options will be pursued:

1. Comparing the Cost of Contracting the Daily Installation and Removal of the Traffic Control Devices Against Using City Staff.

   Contract services may be more cost effective and have the benefit of allowing transit vehicles to use the left turn at the restricted intersections in order to continue using their assigned routes.

2. Traffic Signal Modifications to Implement Turn Restrictions.

   In lieu of using City or contract staff, traffic signal modifications can be made to "OMIT" left turns by time of day. This option does not allow for transit vehicles to use the intersection, thus requiring them to change their routes. Emergency vehicles could still proceed through the intersection using lights and sirens. The option potentially requires the elimination of the interior left turn lane in order to prevent vehicles from getting trapped in the left turn pocket without a means to safely get out.

3. Time-of-Day Dynamic Signage.

   Another implementation strategy using City or contract forces is the use of "Time-of-Day" dynamic LED signage which activates during the turn restriction period. This option would be used in conjunction with Option 2 (two) above.

FISCAL IMPACT

The fiscal impact of the TRPP through April 30, 2019 is provided below.

Pilot Program Expenses	
Staff Costs (~$700/day)	$ 37,500
Material Costs	$ 3,200
Traffic Study (Before/After)	$ 8,471
Cal-West Support costs	$ 2,956
Total to-date	$ 52,127

Attachments:

- Attachment 1 – Traffic Study dated April 24, 2019
- Attachment 2 – Notice of Exemption

**Link to detailed responses for the March 2019 survey, including information about the Traffic Relief Pilot Program is available on the project page at* https://www.fostercity.org/trafficreliefpilotprogram.

TRAFFIC PATTERNS

April 24, 2019

Norm Dorais
City of Foster City
610 Foster City Boulevard
Foster City, CA 94404

Subject: Hillsdale Blvd – Eastbound Left Turn Restrictions to Hwy 92 Ramps
Before vs After Study

Introduction and Executive Summary

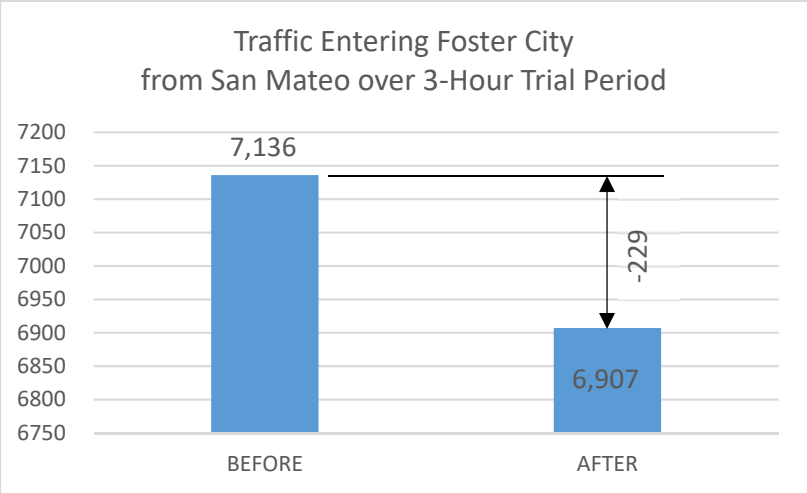
The City of Foster City implemented a Pilot Project in February 2019 to restrict left turn access along E Hillsdale Blvd (eastbound) towards the Highway 92 Ramps. The project, still on-going, includes Time-of-Day (4pm to 7pm) left turn restrictions at the following intersections:

- E Hillsdale Blvd & Edgewater Blvd
- E Hillsdale Blvd & Shell Blvd

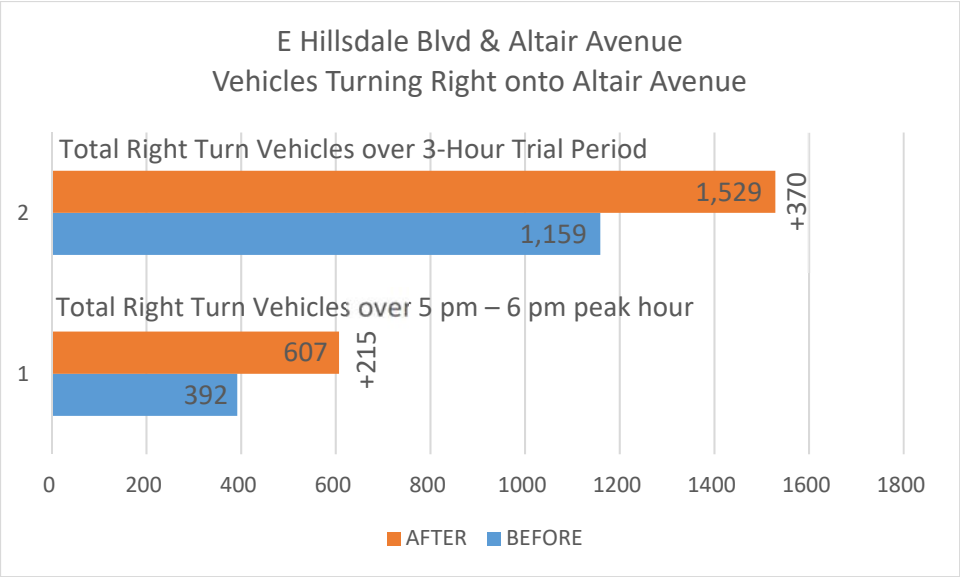
The Pilot Project includes using City staff to close down the eastbound left turn lanes at these intersections. Left turn access is provided manually only for emergency response and transit vehicles.

The purpose of the Pilot Project is to deter cut-through traffic through the City of Foster City to help prioritize local streets for residents. This Before vs. After Study provides a comparison of traffic conditions on and along E Hillsdale Blvd and Metro Center Blvd.

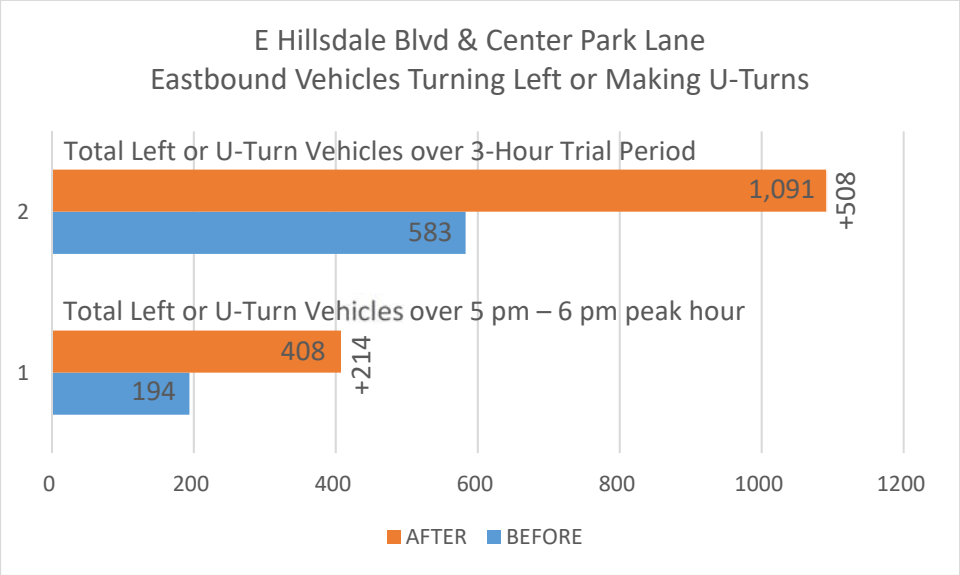
Highlights by Intersection of this report include:



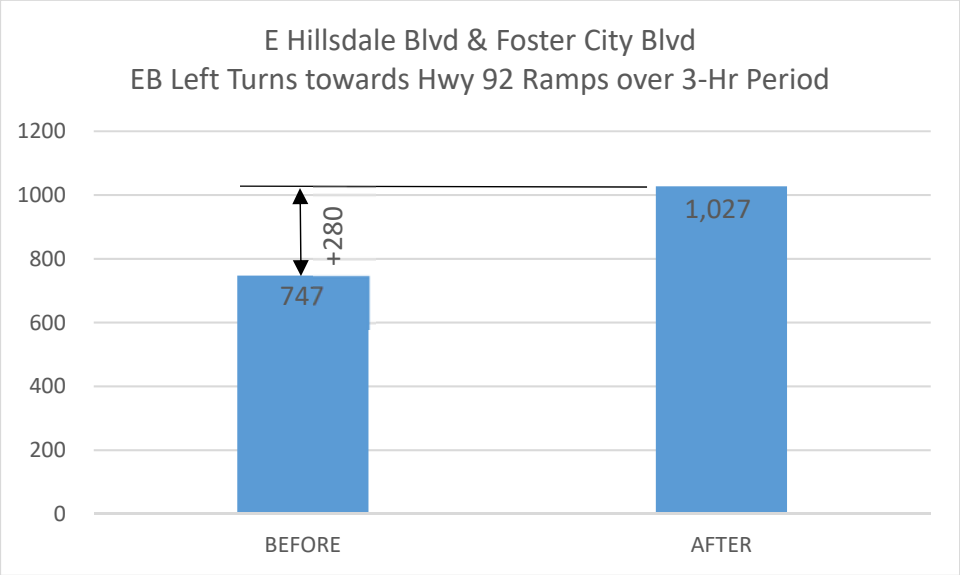
There are 229 less cars entering the City of Foster City over a 3-Hour Period as a result of the Trial Project.



Altair Avenue is realizing an increase in vehicle traffic over the 3-Hour Trial Period.



Some motorists are making U-Turns at Center Park Drive and heading back towards Edgewater Drive to access Hwy 92 Ramps.



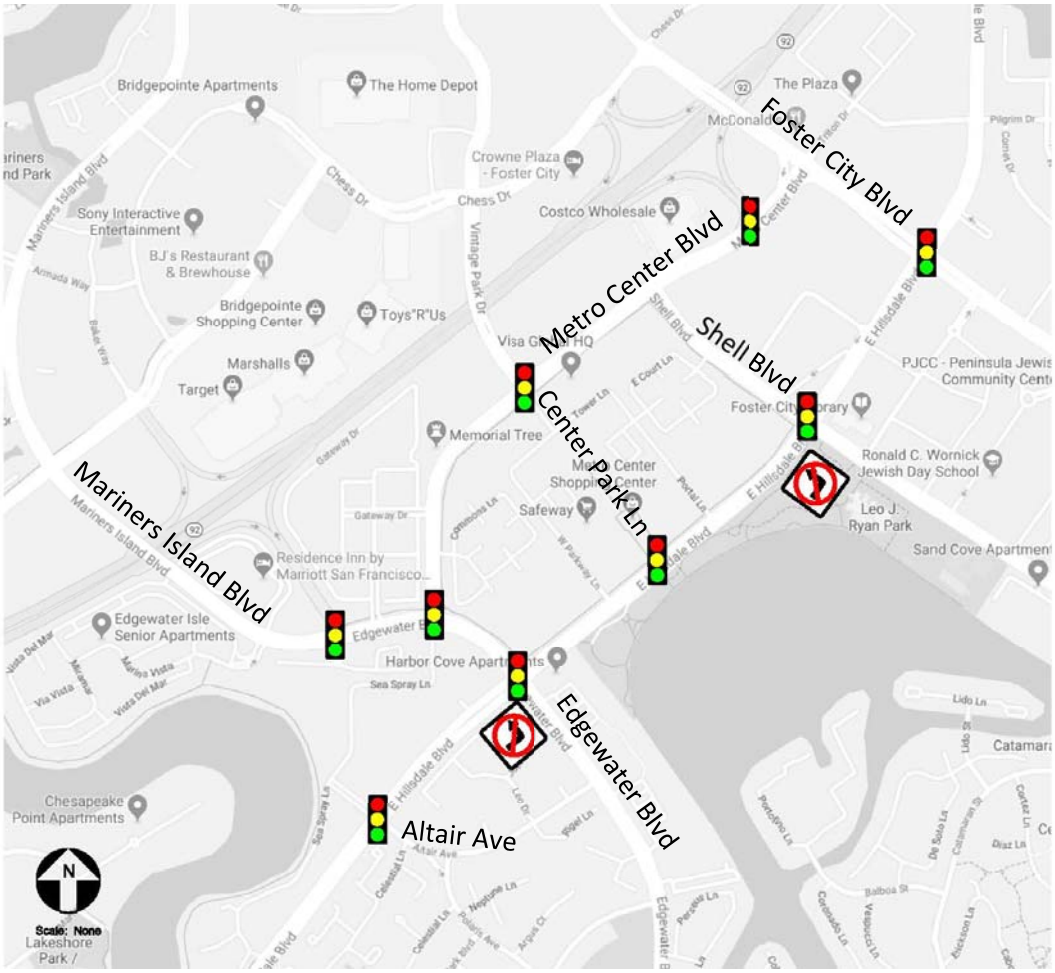
An increase in left turn traffic onto Foster City Blvd was anticipated.

Methodology

Traffic data comparisons were the primary analysis tool used to estimate the effectives of the left turn restrictions pilot project implemented to help detour cut-through traffic through the City of Foster City. The traffic volumes were used to do immediate traffic volume comparisons for before vs after scenarios and to help determine changes in intersection Level of Service (LOS) in the before and after scenarios. Travel time runs along eastbound E Hillsdale Blvd were provided during the pilot project scenario between S Norfolk St in San Mateo to Foster City Boulevard.

Figure 1 provides a map of intersections analyzed as part of this study and it shows the locations where eastbound left turns along E Hillsdale Blvd are implemented as part of the pilot project.

Figure 1
Map of Study Intersections and Turn Restrictions along E Hillsdale Blvd



Analysis

Traffic Data Comparison

Pre-pilot project traffic data was collected in the Fall 2018 on November 7, 2018. 3-hour turning movements were collected between 4:00pm - 7:00pm. Trial implementation traffic data was collected on February 28, 2019 during the same time period and approximately two weeks after the start of the trial. At the Edgewater Blvd & Hwy 92 Ramps intersection, the traffic count equipment failed on February 28, 2019 and was reset on March 5, 2019. Table 1 compared the traffic volumes along E Hillsdale Blvd by intersections.

Table 1

E Hillsdale Boulevard Before vs. After Pilot Project Implementation

Hillsdale Blvd & Altair Ave-Sea Spray Ln

	Hillsdale (EB)			Hillsdale (WB)			Altair (NB)			Sea Spray (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	129	5848	1159	142	3068	45	421	12	131	17	17	52
AFTER	210	5168	1529	121	3188	34	437	18	99	18	12	44
△	81	(680)	370	(21)	120	(11)	16	6	(32)	1	(5)	(8)
%	62.8%	-11.6%	31.9%	-14.8%	3.9%	-24.4%	3.8%	50.0%	-24.4%	5.9%	-29.4%	-15.4%

Hillsdale Blvd & Edgewater Blvd

	Hillsdale (EB)			Hillsdale (WB)			Edgewater (NB)			Edgewater (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	1333	3401	1058	582	2067	332	726	784	320	564	1477	696
AFTER	22	4066	1269	549	1810	594	814	1207	229	549	1485	682
△	(1311)	665	211	(33)	(257)	262	88	423	(91)	(15)	8	(14)
%	-98.3%	19.6%	19.9%	-5.7%	-12.4%	78.9%	12.1%	54.0%	-28.4%	-2.7%	0.5%	-2.0%

Hillsdale Blvd & Center Park Ln

	Hillsdale (EB)			Hillsdale (WB)			Center Park (NB)			Center Park (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	583	3837	-	-	2087	213	-	-	-	530	-	283
AFTER	1091	3815	-	-	2069	201	-	-	-	519	-	249
△	508	(22)	-	-	(18)	(12)	-	-	-	(11)	-	(34)
%	87.1%	-0.6%	-	-	-0.9%	-5.6%	-	-	-	-2.1%	-	-12.0%

Hillsdale Blvd & Shell Blvd

	Hillsdale (EB)			Hillsdale (WB)			Shell (NB)			Shell (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	537	2568	1123	277	1461	182	675	342	272	260	514	230
AFTER	24	2930	1263	262	1342	199	672	497	243	272	510	187
△	(513)	362	140	(15)	(119)	17	(3)	155	(29)	12	(4)	(43)
%	-95.5%	14.1%	12.5%	-5.4%	-8.1%	9.3%	-0.4%	45.3%	-10.7%	4.6%	-0.8%	-18.7%

Hillsdale Blvd & Foster City Blvd

	Hillsdale (EB)			Hillsdale (WB)			Foster City (NB)			Foster City (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	747	1164	1140	314	672	279	448	1223	82	603	1353	495
AFTER	1027	1342	1089	204	652	269	466	1185	95	622	1350	428
△	280	178	(51)	(110)	(20)	(10)	18	(38)	13	19	(3)	(67)
%	37.5%	15.3%	-4.5%	-35.0%	-3.0%	-3.6%	4.0%	-3.1%	15.9%	3.2%	-0.2%	-13.5%

Table 2 provides a comparison of Before vs After Trial Project for traffic data along Metro Center Blvd.

Table 2
Metro Center Blvd - Before vs. After Pilot Project Implementation
Traffic Volume Comparisons by Intersection, 3-Hour Trial Period on 2-28-2019

Metro Center Blvd - Edgewater Blvd

	Metro Center (EB)			Metro Center (WB)			Edgewater (NB)			Edgewater (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	526	1945	33	67	1884	602	31	22	15	769	24	578
AFTER	565	1891	41	65	1584	380	61	73	27	774	34	528
△	39	(54)	8	(2)	(300)	(222)	30	51	12	5	10	(50)
%	7.4%	-2.8%	24.2%	-3.0%	-15.9%	-36.9%	96.8%	231.8%	80.0%	0.7%	41.7%	-8.7%

Metro Center Blvd & Vintage Park Dr

	Metro Center (EB)			Metro Center (WB)			Vintage Park (NB)			Vintage Park (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	382	878	86	72	408	911	60	506	175	693	341	468
AFTER	306	897	81	90	407	955	47	550	267	747	308	450
△	(76)	19	(5)	18	(1)	44	(13)	44	92	54	(33)	(18)
%	-19.9%	2.2%	-5.8%	25.0%	-0.2%	4.8%	-21.7%	8.7%	52.6%	7.8%	-9.7%	-3.8%

Metro Center Blvd & Hwy 92 Off-Ramp-Shopping Center

	Metro Center (EB)			Metro Center (WB)			Shopping Center (NB)			Hwy 92 Off-Ramp (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	1370	590	25	27	288	2490	14	134	47	435	15	188
AFTER	1255	637	4	31	337	2905	11	93	49	558	10	190
△	(115)	47	(21)	4	49	415	(3)	(41)	2	123	(5)	2
%	-8.4%	8.0%	-84.0%	14.8%	17.0%	16.7%	-21.4%	-30.6%	4.3%	28.3%	-33.3%	1.1%

Table 3 provides a comparison of Before vs After Trial Project for the Edgewater Blvd & Hwy 92 Ramp intersection.

Table 3
Edgewater Blvd - Before vs. After Pilot Project Implementation
Traffic Volume Comparisons by Intersection, 3-Hour Trial Period on 3-5-2019

Edgewater Blvd-Mariners Island Blvd & Hwy 92 Ramps-Emerald Bay

	Mariners Island (EB)			Edgewater Blvd (WB)			Emerald Bay (NB)			Hwy 92 Ramps (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	1404	1835	44	38	1858	854	9	26	20	607	7	338
AFTER	1000	1770	18	26	1737	563	13	2	13	861	7	449
△	(404)	(65)	(26)	(12)	(121)	(291)	4	(24)	(7)	254	0	111
%	-28.8%	-3.5%	-59.1%	-31.6%	-6.5%	-34.1%	44.4%	-92.3%	-35.0%	41.8%	0.0%	32.8%

Analyzing Table 1 notes a decrease of -229 vehicles continuing entering Foster City from San Mateo at E Hillsdale Blvd at Altair Avenue during the 3-hour trial period, a decrease of -3.2%. It should be noted though that during peak hour between 5:00 pm to 6:00 pm the traffic entering Foster City from San Mateo increased by +129 vehicles, +5.4%. The minor discrepancies within 5% are considered normal as traffic data collection is a one-time snap shot in time and various factors can influence changes such as roadway conditions on Hwy 92 or personal drive times of motorists.

Note: The trial project did not result in a significant decrease in traffic entering Foster City from San Mateo.

Table 1 also notes an increase in eastbound left turn (observed U-Turns) at the E Hillsdale Blvd & Park Center Lane (shopping center) intersection. While some motorists do appear to be heading back westbound towards Edgewater Blvd to making a right turn back towards towards the Hwy 92 ramps, there is no noticeable left turn traffic observed to be cutting through the shopping center towards Metro Center Boulevard.

Lastly, Table 1 notes that eastbound left turns at E Hillsdale Blvd & Foster City Blvd increased by +280 vehicles during 3-hour trial period, a +37.5% increase. This is anticipated as it is the only direct left turn access movement towards the Hwy 92 ramps from E Hillsdale Blvd.

Table 2 notes a -115 vehicle (-8.4%) decrease in the eastbound left turn movement onto Hwy 92 from Metro Center Blvd during the 3-hour trial period, but an increase in the westbound right turn movement onto Hwy 92 during the same period, +415 vehicles (+16.7%) does occur. This notes that the left turn restrictions along E Hillsdale Blvd are effective in reducing cut-through traffic along Metro Center Blvd and that motorists are using Foster City Blvd as the only route back towards Hwy 92. This reduction in eastbound approach traffic along Metro Center Blvd notes a drop in the use of Metro Center Blvd is a cut-through route towards Hwy 92 between Edgewater Blvd and the Hwy 92 ramps.

Along E Hillsdale Blvd though, the two intersection movements being most impacted by the turn restrictions include:

1) E Hillsdale Blvd & Center Park Lane – Eastbound Left/U-Turn
2) E Hillsdale Blvd & Foster City Blvd – Eastbound Left

Level of Service (LOS) Analysis

LOS provides a quantitative method of analyzing performance of an intersection in terms of vehicle delay. Intersections with high capacity and near zero delay conditions provide an LOS-A experience for motorists. Intersections that experience congestion with more demand than capacity provide an LOS-F experience for motorists with significant delays.

For the nine intersections studies as part of the Pilot Project, Table 4 provides a comparison of the LOS conditions at each of the intersections both before and during implementation of the Pilot Project.

Table 4
Study Intersections – Existing Conditions Level of Service (LOS)

No.	Intersection Name	Before LOS	After LOS
1	E Hillsdale Blvd & Foster City Blvd	E	D
2	E Hillsdale Blvd & Shell Blvd	E	E
3	E Hillsdale Blvd & Center Park Dr	B	D
4	E Hillsdale Blvd & Edgewater Blvd	F	F
5	E Hillsdale Blvd & Altair Ave-Sea Spray Ln	F	F
6	Metro Center Blvd & Hwy 92 Ramps-OSH	F*	C
7	Metro Center Blvd & Vintage Park Dr	D	D
8	Metro Center Blvd & Edgewater Blvd	D	D
9	Edgewater Blvd & Hwy 2 Ramps-Emerald Bay Ln	F	E

* Manually adjust from LOS-C to LOS-F during Pre-Trial Analysis based on field observations while traffic model shows more efficient operations.

Since LOS is driven by traffic volume data, it would be reasonable to assume initially that the overall decrease in traffic volumes along each of the study corridors (E Hillsdale Blvd, Metro Center Blvd, and Edgewater Blvd) an improvement in LOS at the study intersections should follow. Table 4 confirms this assumption.

At Metro Center Blvd & Hwy 92 Ramps-OSH, Table 4 notes an improvement in intersection LOS but this is because of a manual adjustment in the pre-trial analysis. Taking the adjustment into consideration, the intersection LOS analysis has no change in the traffic model but significant improvements based on field observations.

At the Edgewater Blvd & Hwy 92 Ramps intersection the intersection realized an improvement from LOS-F to LOS-E from the pre-trial project to trial project conditions respectively.

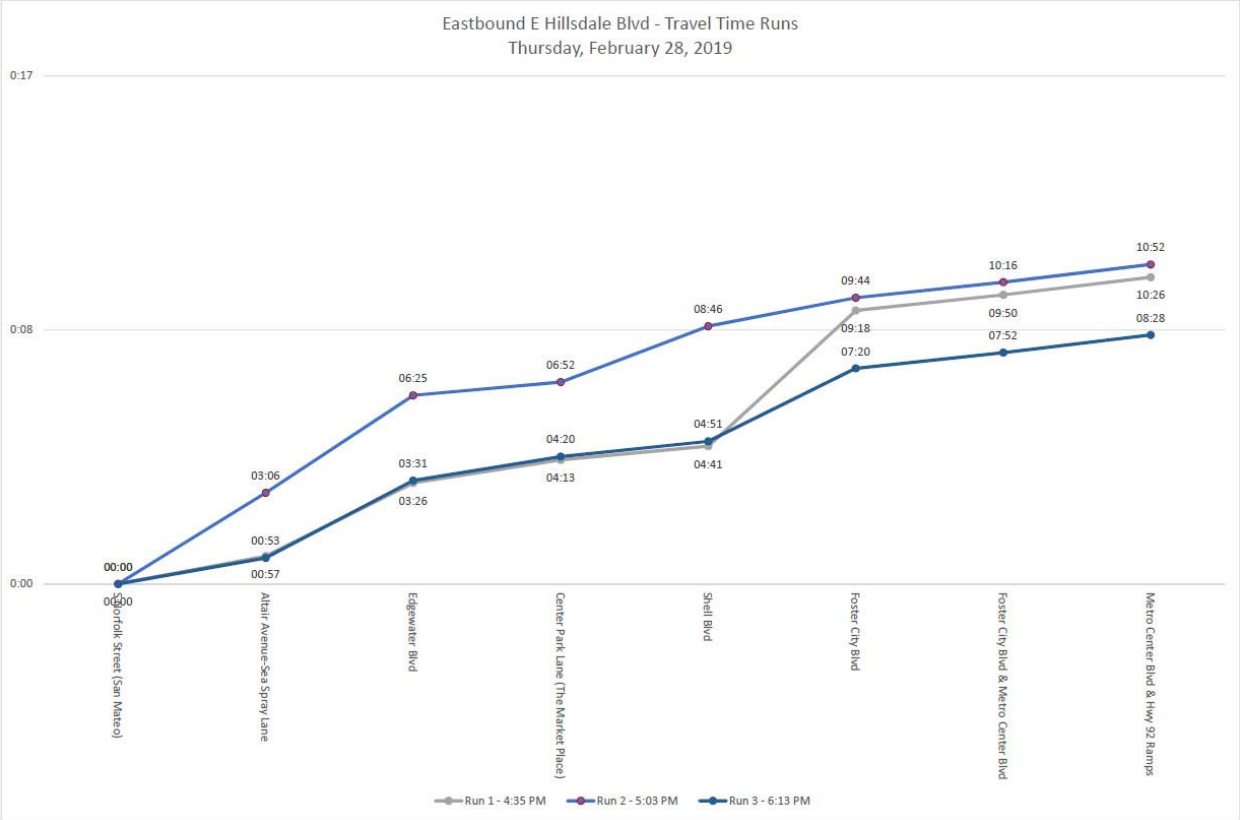
The intersection of E Hillsdale Blvd & Foster City Blvd also improved from LOS-E to LOS-D. This is an interesting finding because the total volume of traffic entering Foster City from San Mateo is within an allowable variation of 5% compared to the pre-trial analysis.

The only intersection seeing a substantial impact due to the Pilot Project is the E Hillsdale Blvd & Center Park Lane intersection, LOS-B to LOS-D.

Travel Time Runs

Travel Time Runs include using a floating car that moves with traffic to estimate the amount of time it takes to travel along a corridor. As part of this study, floating car studies were conducted during the Pilot Project implementation phase. Travel Time Runs were conducted the same day as the traffic volume data collection (2-28-2019) for the eastbound direction of E Hillsdale Blvd between S Norfolk St in San Mateo to Foster City Boulevard. Several runs were conducted during the 3-hour pilot project period, Figure 2 shows the Travel Time Run findings.

Figure 2
Eastbound E Hillsdale Blvd Travel Time Runs



The longest travel time surveyed as part of the Pilot Project implementation is 9 min – 44 sec to get between S Norfolk St in San Mateo to Foster City Boulevard. It takes an average an additional one minute to get to the Hwy 92 Ramps on Metro Center Blvd via Foster City Blvd.

Findings:

The Trial Project to restrict left turn access along eastbound E Hillsdale Blvd towards the Hwy 92 ramps at Edgewater Blvd and Metro Center Blvd in efforts to reduce cut-through traffic to Hwy 92 through the City does appear to be effective.

Although during the 5:00pm - 6:00pm peak hour, traffic entering the City of Foster City has slightly increased, the additional traffic notes motorists staying in town, likely shopping or residents making it home more quickly. The overall traffic volume entering the City during the three-hour trial period is -3.2% less.

At the E Hillsdale Blvd & Altair Avenue-Sea Spray Lane intersection, Sea Spray Lane is seeing an increase in traffic volume. The increase is likely motorists cutting towards Edgewater Blvd. The +81 vehicle increase along Sea Spray Lane during three-hour period represents a three vehicle increase per cycle and should be considered negligible.

The two intersections movements seeing the largest impact from the trial project include E Hillsdale Blvd & Park Center Drive and E Hillsdale Blvd & Foster City Blvd.

Should the project be considered for permanent retention, the following recommendations are provided:

1) Compare the cost of contracting the implementation and take-down of traffic control against using City-forces.

   Contract services may be more cost-effective and will continue to allow transit and emergency vehicles to traverse intersections with turn restrictions.

2) Traffic signal modifications to implement turn restrictions.

   An alternative to using city or contract staff to implement the turn restrictions is the traffic signal modifications that "OMIT" left turns by time-of-day. This would require transit vehicles to change their routes to avoid the restrictions while emergency vehicles can continue to traverse through the intersections using "Code 3" sirens. The E Hillsdale Blvd & Edgewater Blvd will also require a permanent removal of one of the eastbound left turn lanes to avoid motorists being "trapped" in the existing No. 1 left turn lane when the left turn is omitted.

3) Time-of-Day Dynamic Signage.

   An alternative to the on-going use of staff resources to implement the left turn lane closures along E Hillsdale Blvd at Edgewater Blvd and Shell Blvd can be the use of "Time-of-Day" blank-out signs that are activated by the adjacent traffic signals at each intersection. The signs can be set to turn on from the 4pm – 7pm turn restriction period. The signs would operate in conjunction with the "omission" of the left turn movements at the traffic signals.

List of Exhibits

Exhibit A
Detailed Intersection Analysis of Traffic Data

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1. E Hillsdale Blvd & Altair Avenue-Sea Spray Lane

   Eastbound traffic volumes entering Foster City from San Mateo increased after implementation of the project by approximately +5.4% during the 5:00pm - 6:00pm peak hour. Although during the 3-hour period of the trial period from 4:00pm - 7:00, total traffic entering Foster City decreased by -229 vehicles, or -3.2%.

   During the trial period, motorists using the Sea Spray Lane route towards Edgewater Blvd increased by +34 vehicles in the peak hour (83%) and by +81 vehicle during the trial period (63%). While this increase sounds substantial, this increase should be considered negligible as it represents only 3 additional vehicles per traffic signal cycle in the peak hour and trial period.

2. E Hillsdale Blvd & Edgewater Blvd

   This is the first intersection where eastbound motorists experienced left turn restrictions towards the Hwy 92 ramps. The new eastbound left turn lane closures resulted in a decrease of -457 left turn vehicles during the 5:00pm - 6:00pm peak hour, representing a -98.7% reduction in left turn traffic. During the 4:00pm - 7:00pm trial period, the left turn movements were reduced -1,311 vehicles, or -98.3%.

   The eastbound through traffic volumes at the intersection increased by +273 vehicles, or 23.7% (1,152 to 1,425) during the peak hour. During the trial period traffic eastbound through traffic increased by +665 vehicles, or a +19.6% increase.

   The westbound right turn approach of the intersection did experience in increase of +97 vehicles, or +79.5% (122 to 219) during the peak hour confirming field observation that vehicles may be making U-Turns at E Hillsdale Blvd & Center Park Lane (Shopping Center) to bypass the turn restrictions. During the trial period, the westbound right turn increased by +262 vehicles, or 78.9%.

3. E Hillsdale Blvd & Center Park Lane (Shopping Center)

   Field observations noted an increase in left turn movements at this intersection, confirmed in the traffic data noting a +214 increase in left turns at the intersection (194 to 408). Over the three-hour trial period the increase was +508, or +87.1%. The increase in left turns is assumed to be predominantly U-Turn movements head back towards Edgewater Blvd based on field observations.

   No noticeable left turns were noted cutting through the shopping center back towards Edgewater Boulevard or towards Metro Center Boulevard.

4. E Hillsdale Blvd & Shell Boulevard

   This is the second intersection where eastbound motorists experienced left turn restrictions towards the Hwy 92 ramps. The new eastbound left turn lane closures resulted in a decrease of -185 left turns, representing a -99.5% reduction during the peak hour. During the 4:00 pm – 7:00 pm trial period, the eastbound left turn volumes drop by -513 vehicles, a -96% drop.

   The eastbound through traffic volumes at the intersection increased by +72 vehicles, or +7.7% (931 to 1,003).

5. E Hillsdale Blvd & Foster City Boulevard

   An increase in left turn traffic volumes at E Hillsdale Boulevard & Foster City Boulevard were anticipated and confirmed by both field observations and traffic data. The eastbound left turn traffic volumes increased by +71 vehicles, or +27.1% (262 to 333) during the peak hour. During the 3-hour trial period the eastbound left turn volumes increased by +280 vehicles, or +37.5%.

6. Metro Center Blvd & Hwy 92 Ramps-OSH

   Along Metro Center Blvd, the largest reduction in traffic volumes occurred at the Metro Center Blvd & Hwy 92 Southbound Ramp-Shopping Center (Former Orchard Supply Hardware) intersection. The eastbound left turn movement onto Hwy 92 reduced -65 vehicles (-12%) during the 5:00pm-6:00pm peak hour and by -115 vehicles (-8%) during the 3-hour trial period. The westbound right turn movement onto Hwy 92 increased by +58 vehicles (6%) during the peak hour and by +415 vehicles (+17%) during the three-hour trial period. The Intersection LOS was manually noted as LOS-F even though the traffic models noted an LOS-C condition during the pre-trial analysis. The manual change was made following field observations that noted excessive queuing in both approaches accessing the Hwy 92 Ramps. During the trial project, the Intersection LOS is again calculated as LOS-C by the model with notable operational improvements during field observations from reduced queues trying to access the Hwy 92 Ramps.

7. Edgewater Blvd & Hwy 92 Ramps

   At the Edgewater Blvd-Mariners Island Blvd & Hwy 92 Ramps intersection, the northbound right turn movement onto Hwy 92 reduced by -150 vehicles (-43%) during the 5:00pm - 6:00pm peak hour and by -291 vehicles (-34%) during the three-hour trial period. This results in a positive change in the intersection LOS, LOS-E during the trial program compared to LOS-F before. It should be noted though that the traffic counts for this intersection were recounted due to equipment failure. The LOS-E operation is calculated using the recount data approximately one week later.

Exhibit B
Traffic Data Calculations over Peak Hour, 5pm-6pm

Hillsdale Blvd & Altair Ave-Sea Spray Ln

	Hillsdale (EB)			Hillsdale (WB)			Altair (NB)			Sea Spray (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	41	1958	392	52	1205	14	149	4	52	5	5	14
AFTER	75	1838	607	42	1250	16	154	7	30	1	4	20
△	34	(120)	215	(10)	45	2	5	3	(22)	(4)	(1)	6
%	82.9%	-6.1%	54.8%	-19.2%	3.7%	14.3%	3.4%	75.0%	-42.3%	-80.0%	-20.0%	42.9%

Hillsdale Blvd & Edgewater Blvd

	Hillsdale (EB)			Hillsdale (WB)			Edgewater (NB)			Edgewater (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	463	1152	360	240	802	122	242	288	120	206	513	295
AFTER	6	1425	400	221	740	219	284	372	85	186	554	265
△	(457)	273	40	(19)	(62)	97	42	84	(35)	(20)	41	(30)
%	-98.7%	23.7%	11.1%	-7.9%	-7.7%	79.5%	17.4%	29.2%	-29.2%	-9.7%	8.0%	-10.2%

Hillsdale Blvd & Center Park Ln

	Hillsdale (EB)			Hillsdale (WB)			Center Park (NB)			Center Park (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	194	1359	-	-	836	74	-	-	-	210	-	98
AFTER	408	1305	-	-	849	72	-	-	-	193	-	90
△	214	(54)	-	-	13	(2)	-	-	-	(17)	-	(8)
%	110.3%	-4.0%	-	-	1.6%	-2.7%	-	-	-	-8.1%	-	-8.2%

Hillsdale Blvd & Shell Blvd

	Hillsdale (EB)			Hillsdale (WB)			Shell (NB)			Shell (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	186	931	396	123	567	70	252	130	119	102	189	92
AFTER	1	1003	463	110	524	65	266	193	109	109	209	70
△	(185)	72	67	(13)	(43)	(5)	14	63	(10)	7	20	(22)
%	-99.5%	7.7%	16.9%	-10.6%	-7.6%	-7.1%	5.6%	48.5%	-8.4%	6.9%	10.6%	-23.9%

Hillsdale Blvd & Foster City Blvd

	Hillsdale (EB)			Hillsdale (WB)			Foster City (NB)			Foster City (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	262	438	426	254	298	122	150	402	35	236	470	189
AFTER	333	495	393	71	257	90	174	411	33	235	498	153
△	71	57	(33)	(183)	(41)	(32)	24	9	(2)	(1)	28	(36)
%	27.1%	13.0%	-7.7%	-72.0%	-13.8%	-26.2%	16.0%	2.2%	-5.7%	-0.4%	6.0%	-19.0%

	Hillsdale & Altair			
	Left	Thru	Right	Total
BEFORE	41	1958	392	2391
AFTER	75	1838	607	2520
△	34	(120)	215	129
	82.9%	-6.1%	54.8%	5.4%

Metro Center Blvd & Edgwater Blvd

	Metro Center (EB)			Metro Center (WB)			Edgewater (NB)			Edgewater (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	182	693	14	22	717	206	13	4	6	312	12	213
AFTER	189	656	17	25	536	25	22	28	10	321	10	208
△	7	(37)	3	3	(181)	(181)	9	24	4	9	(2)	(5)
%	3.8%	-5.3%	21.4%	13.6%	-25.2%	-87.9%	69.2%	600.0%	66.7%	2.9%	-16.7%	-2.3%

Metro Center Blvd & Vintage Park Dr

	Metro Center (EB)			Metro Center (WB)			Vintage Park (NB)			Vintage Park (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	168	259	31	27	152	339	29	218	61	269	141	186
AFTER	95	341	33	32	143	331	20	234	100	281	149	189
△	(73)	82	2	5	(9)	(8)	(9)	16	39	12	8	3
%	-43.5%	31.7%	6.5%	18.5%	-5.9%	-2.4%	-31.0%	7.3%	63.9%	4.5%	5.7%	1.6%

Metro Center Blvd & Hwy 92-Shopping Center Dwy

	Metro Center (EB)			Metro Center (WB)			Shopping Center (NB)			Hwy 92 Off-Ramp (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	525	173	10	12	97	921	7	56	20	79	10	37
AFTER	460	236	0	14	110	979	5	29	26	126	4	44
△	(65)	63	(10)	2	13	58	(2)	(27)	6	47	(6)	7
%	-12.4%	36.4%	-100.0%	16.7%	13.4%	6.3%	-28.6%	-48.2%	30.0%	59.5%	-60.0%	18.9%

Edgewater Blvd-Mariners Island Blvd & Hwy 92 Ramps-Emerald Bay

	Mariners Island (EB)			Edgewater Blvd (WB)			Emerald Bay (NB)			Hwy 92 Off-Ramps (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	569	696	18	15	685	353	1	13	12	316	5	186
AFTER	374	699	9	11	683	203	8	0	2	238	7	103
△	(195)	3	(9)	(4)	(2)	(150)	7	(13)	(10)	(78)	2	(83)
%	-34.3%	0.4%	-50.0%	-26.7%	-0.3%	-42.5%	700.0%	-100.0%	-83.3%	-24.7%	40.0%	-44.6%

Exhibit C
Traffic Data Calculations over Trial Period, 4pm-7pm

Hillsdale Blvd & Altair Ave-Sea Spray Ln

	Hillsdale (EB)			Hillsdale (WB)			Altair (NB)			Sea Spray (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	129	5848	1159	142	3068	45	421	12	131	17	17	52
AFTER	210	5168	1529	121	3188	34	437	18	99	18	12	44
△	81	(680)	370	(21)	120	(11)	16	6	(32)	1	(5)	(8)
%	62.8%	-11.6%	31.9%	-14.8%	3.9%	-24.4%	3.8%	50.0%	-24.4%	5.9%	-29.4%	-15.4%

Hillsdale Blvd & Edgewater Blvd

	Hillsdale (EB)			Hillsdale (WB)			Edgewater (NB)			Edgewater (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	1333	3401	1058	582	2067	332	726	784	320	564	1477	696
AFTER	22	4066	1269	549	1810	594	814	1207	229	549	1485	682
△	(1311)	665	211	(33)	(257)	262	88	423	(91)	(15)	8	(14)
%	-98.3%	19.6%	19.9%	-5.7%	-12.4%	78.9%	12.1%	54.0%	-28.4%	-2.7%	0.5%	-2.0%

Hillsdale Blvd & Center Park Ln

	Hillsdale (EB)			Hillsdale (WB)			Center Park (NB)			Center Park (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	583	3837	-	-	2087	213	-	-	-	530	-	283
AFTER	1091	3815	-	-	2069	201	-	-	-	519	-	249
△	508	(22)	-	-	(18)	(12)	-	-	-	(11)	-	(34)
%	87.1%	-0.6%	-	-	-0.9%	-5.6%	-	-	-	-2.1%	-	-12.0%

Hillsdale Blvd & Shell Blvd

	Hillsdale (EB)			Hillsdale (WB)			Shell (NB)			Shell (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	537	2568	1123	277	1461	182	675	342	272	260	514	230
AFTER	24	2930	1263	262	1342	199	672	497	243	272	510	187
△	(513)	362	140	(15)	(119)	17	(3)	155	(29)	12	(4)	(43)
%	-95.5%	14.1%	12.5%	-5.4%	-8.1%	9.3%	-0.4%	45.3%	-10.7%	4.6%	-0.8%	-18.7%

Hillsdale Blvd & Foster City Blvd

	Hillsdale (EB)			Hillsdale (WB)			Foster City (NB)			Foster City (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	747	1164	1140	314	672	279	448	1223	82	603	1353	495
AFTER	1027	1342	1089	204	652	269	466	1185	95	622	1350	428
△	280	178	(51)	(110)	(20)	(10)	18	(38)	13	19	(3)	(67)
%	37.5%	15.3%	-4.5%	-35.0%	-3.0%	-3.6%	4.0%	-3.1%	15.9%	3.2%	-0.2%	-13.5%

	Hillsdale & Altair			
	Left	Thru	Right	Total
BEFORE	129	5848	1159	7136
AFTER	210	5168	1529	6907
△	81	(680)	370	(229)
	62.8%	-11.6%	31.9%	-3.2%

Metro Center Blvd - Edgewater Blvd

	Metro Center (EB)			Metro Center (WB)			Edgewater (NB)			Edgewater (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	526	1945	33	67	1884	602	31	22	15	769	24	578
AFTER	565	1891	41	65	1584	380	61	73	27	774	34	528
△	39	(54)	8	(2)	(300)	(222)	30	51	12	5	10	(50)
%	7.4%	-2.8%	24.2%	-3.0%	-15.9%	-36.9%	96.8%	231.8%	80.0%	0.7%	41.7%	-8.7%

Metro Center Blvd & Vintage Park Dr

	Metro Center (EB)			Metro Center (WB)			Vintage Park (NB)			Vintage Park (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	382	878	86	72	408	911	60	506	175	693	341	468
AFTER	306	897	81	90	407	955	47	550	267	747	308	450
△	(76)	19	(5)	18	(1)	44	(13)	44	92	54	(33)	(18)
%	-19.9%	2.2%	-5.8%	25.0%	-0.2%	4.8%	-21.7%	8.7%	52.6%	7.8%	-9.7%	-3.8%

Metro Center Blvd & Hwy 92 Off-Ramp-Shopping Center

	Metro Center (EB)			Metro Center (WB)			Shopping Center (NB)			Hwy 92 Off-Ramp (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	1370	590	25	27	288	2490	14	134	47	435	15	188
AFTER	1255	637	4	31	337	2905	11	93	49	558	10	190
△	(115)	47	(21)	4	49	415	(3)	(41)	2	123	(5)	2
%	-8.4%	8.0%	-84.0%	14.8%	17.0%	16.7%	-21.4%	-30.6%	4.3%	28.3%	-33.3%	1.1%

Edgewater Blvd-Mariners Island Blvd & Hwy 92 Ramps-Emerald Bay

	Mariners Island (EB)			Edgewater Blvd (WB)			Emerald Bay (NB)			Hwy 92 Ramps (SB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
BEFORE	1404	1835	44	38	1858	854	9	26	20	607	7	338
AFTER	1000	1770	18	26	1737	563	13	2	13	861	7	449
△	(404)	(65)	(26)	(12)	(121)	(291)	4	(24)	(7)	254	0	111
%	-28.8%	-3.5%	-59.1%	-31.6%	-6.5%	-34.1%	44.4%	-92.3%	-35.0%	41.8%	0.0%	32.8%

Exhibit D

Synchro Traffic Model – Intersection Level of Service (LOS) Reports

Exhibit D-1	Synchro Analysis - E Hillsdale Blvd & Altair Ave-Sea Spray Lane
Exhibit D-2	Synchro Analysis - E Hillsdale Blvd & Edgewater Blvd
Exhibit D-3	Synchro Analysis - E Hillsdale Blvd & Center Park Ln
Exhibit D-4	Synchro Analysis - E Hillsdale Blvd & Shell Blvd
Exhibit D-5	Synchro Analysis - E Hillsdale Blvd & Foster City Blvd
Exhibit D-6	Synchro Analysis - Metro Center Blvd & Edgewater Blvd
Exhibit D-7	Synchro Analysis - Metro Center Blvd & Vintage Park Dr
Exhibit D-8	Synchro Analysis - Metro Center Blvd & Hwy 92 Ramps
Exhibit D-9	Synchro Analysis - Edgewater Blvd & Hwy 92 Ramps

Exhibit D-1: Synchro Analysis - E Hillsdale & Altair Ave-Sea Spray Ln

Lanes, Volumes, Timings
22: 04/15/2019

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	4	20	154	7	30	75	1838	607	42	1250	16
Future Volume (vph)	1	4	20	154	7	30	75	1838	607	42	1250	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	200		200	260		0	250		0	75		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.98			0.99			1.00			1.00	
Frt		0.878			0.952			0.963			0.998	
Flt Protected		0.998		0.950	0.971		0.950			0.950		
Satd. Flow (prot)	0	3047	0	1681	1626	0	1652	4554	0	1652	4735	0
Flt Permitted		0.998		0.950	0.971		0.950			0.950		
Satd. Flow (perm)	0	3047	0	1681	1626	0	1652	4554	0	1652	4735	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			17			58			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		247			282			843			426	
Travel Time (s)		5.6			6.4			19.2			9.7	
Confl. Bikes (#/hr)			11			9			3			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	4	22	167	8	33	82	1998	660	46	1359	17
Shared Lane Traffic (%)				37%								
Lane Group Flow (vph)	0	27	0	105	103	0	82	2658	0	46	1376	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases												
Minimum Split (s)	37.2	37.2		36.2	36.2		9.5	30.0		9.5	30.0	
Total Split (s)	40.0	40.0		43.0	43.0		15.0	42.0		15.0	42.0	
Total Split (%)	28.6%	28.6%		30.7%	30.7%		10.7%	30.0%		10.7%	30.0%	
Maximum Green (s)	35.8	35.8		38.8	38.8		11.4	37.0		11.4	37.0	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.1	4.0		3.1	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		0.5	1.0		0.5	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.2		4.2	4.2		3.6	5.0		3.6	5.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	28.0	28.0		27.0	27.0			20.0			20.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	

Lanes, Volumes, Timings
22: 04/15/2019

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Act Effct Green (s)		35.8		38.8	38.8		11.4	37.0		11.4	37.0	
Actuated g/C Ratio		0.26		0.28	0.28		0.08	0.26		0.08	0.26	
v/c Ratio		0.03		0.23	0.22		0.61	2.13		0.34	1.10	
Control Delay		17.4		40.6	33.9		81.9	538.4		69.0	119.1	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		17.4		40.6	33.9		81.9	538.4		69.0	119.1	
LOS		B		D	C		F	F		E	F	
Approach Delay		17.4			37.3			524.7			117.5	
Approach LOS		B			D			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 50.3 (36%), Referenced to phase 6:SWT, Start of Green			
Natural Cycle: 115			
Control Type: Pretimed			
Maximum v/c Ratio: 2.13			
Intersection Signal Delay: 366.8		Intersection LOS: F	
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 22:

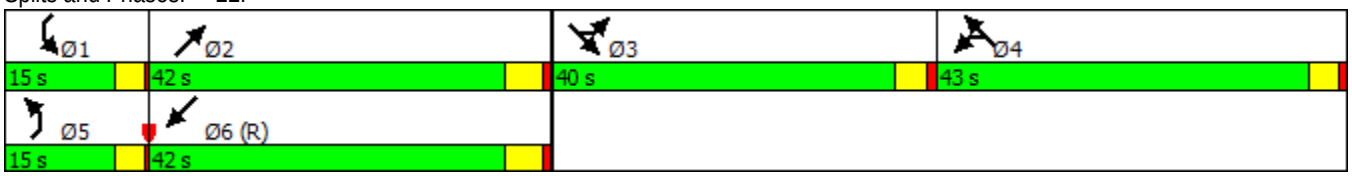


Exhibit D-2: Synchro Analysis - E Hillsdale Blvd & Edgewater Blvd

Lanes, Volumes, Timings
27: 04/15/2019

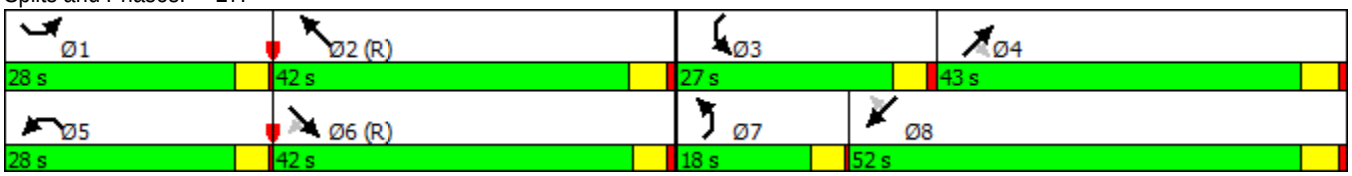
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	6	1425	400	221	740	219	284	372	85	186	554	265
Future Volume (vph)	6	1425	400	221	740	219	284	372	85	186	554	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	13	10	10
Storage Length (ft)	700		115	500		0	540		75	315		200
Storage Lanes	2		1	2		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor			0.97						0.99			
Frt			0.850		0.966				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3419	0	3204	3303	1478	1829	4746	1478
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1543	3433	3419	0	3204	3303	1457	1829	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113		27				113			288
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		277			383			755			1138	
Travel Time (s)		6.3			8.7			17.2			25.9	
Confl. Peds. (#/hr)			12						2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	1549	435	240	804	238	309	404	92	202	602	288
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1549	435	240	1042	0	309	404	92	202	602	288
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	0.96	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6						4			8
Minimum Split (s)	9.5	41.6	41.6	9.5	40.0		9.5	42.9	42.9	9.5	39.0	39.0
Total Split (s)	28.0	42.0	42.0	28.0	42.0		18.0	43.0	43.0	27.0	52.0	52.0
Total Split (%)	20.0%	30.0%	30.0%	20.0%	30.0%		12.9%	30.7%	30.7%	19.3%	37.1%	37.1%
Maximum Green (s)	24.0	37.4	37.4	24.0	37.0		14.0	38.1	38.1	22.5	47.0	47.0
Yellow Time (s)	3.5	3.6	3.6	3.5	4.0		3.5	3.9	3.9	3.5	4.0	4.0
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0		0.5	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.6	4.6	4.0	5.0		4.0	4.9	4.9	4.5	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Walk Time (s)		4.0	4.0		4.0			4.0	4.0		4.0	4.0
Flash Dont Walk (s)		33.0	33.0		31.0			34.0	34.0		30.0	30.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0

Lanes, Volumes, Timings
27: 04/15/2019

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Act Effct Green (s)	24.0	37.4	37.4	24.0	37.0		14.0	38.1	38.1	22.5	47.0	47.0
Actuated g/C Ratio	0.17	0.27	0.27	0.17	0.26		0.10	0.27	0.27	0.16	0.34	0.34
v/c Ratio	0.01	1.64	0.88	0.41	1.13		0.97	0.45	0.19	0.69	0.38	0.42
Control Delay	62.0	325.8	56.4	54.1	117.0		96.6	20.6	1.8	68.7	36.2	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.0	325.8	56.4	54.1	117.0		96.6	20.6	1.8	68.7	36.2	5.5
LOS	E	F	E	D	F		F	C	A	E	D	A
Approach Delay		266.0			105.2			47.6			34.1	
Approach LOS		F			F			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green			
Natural Cycle: 115			
Control Type: Pretimed			
Maximum v/c Ratio: 1.64			
Intersection Signal Delay: 143.1		Intersection LOS: F	
Intersection Capacity Utilization 102.7%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 27:



Lanes, Volumes, Timings
21: 04/15/2019

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	193	90	408	1305	849	72
Future Volume (vph)	193	90	408	1305	849	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	10	10	10
Storage Length (ft)	200	200	400			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor		0.92	1.00		0.99	
Frt		0.850			0.988	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1711	4746	4663	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1450	1706	4746	4663	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		98			14	
Link Speed (mph)	30			30	30	
Link Distance (ft)	293			1138	593	
Travel Time (s)	6.7			25.9	13.5	
Confl. Peds. (#/hr)		47	4			20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	210	98	443	1418	923	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	210	98	443	1418	1001	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			13	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.09	1.09	1.09
Turning Speed (mph)	15	9	15			9
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		6				
Minimum Split (s)	29.5	27.5	9.5	22.5	27.5	
Total Split (s)	36.0	47.0	27.0	84.0	47.0	
Total Split (%)	30.0%	39.2%	22.5%	70.0%	39.2%	
Maximum Green (s)	31.5	42.5	23.4	79.5	42.5	
Yellow Time (s)	3.5	3.5	3.1	3.5	3.5	
All-Red Time (s)	1.0	1.0	0.5	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	3.6	4.5	4.5	
Lead/Lag		Lag	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Walk Time (s)	5.0	5.0			5.0	
Flash Dont Walk (s)	20.0	18.0			18.0	
Pedestrian Calls (#/hr)	0	0			0	

Lanes, Volumes, Timings
21: 04/15/2019

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Act Effct Green (s)	31.5	52.5	23.4	79.5	52.5	
Actuated g/C Ratio	0.26	0.44	0.20	0.66	0.44	
v/c Ratio	0.45	0.14	1.33	0.45	0.49	
Control Delay	40.8	4.4	206.4	10.3	25.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	40.8	4.4	206.4	10.3	25.2	
LOS	D	A	F	B	C	
Approach Delay	29.2			57.0	25.2	
Approach LOS	C			E	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWT, Start of Green			
Natural Cycle: 80			
Control Type: Pretimed			
Maximum v/c Ratio: 1.33			
Intersection Signal Delay: 44.3		Intersection LOS: D	
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 21:

Exhibit D-4: Synchro Analysis - E Hillsdale Blvd & Shell Blvd

Lanes, Volumes, Timings
5: 04/15/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	1003	463	110	524	65	266	193	109	109	209	70
Future Volume (vph)	1	1003	463	110	524	65	266	193	109	109	209	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	11
Storage Length (ft)	130		130	430		215	250		200	150		150
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.96			0.97			0.97			0.96
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	1863	1583	1711	3303	1478	1711	3303	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1521	3433	1863	1541	1711	3303	1432	1711	3303	1471
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			223			85			118			85
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		582			897			602			1238	
Travel Time (s)		13.2			20.4			13.7			28.1	
Confl. Peds. (#/hr)			24			13			18			25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	1090	503	120	570	71	289	210	118	118	227	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	1090	503	120	570	71	289	210	118	118	227	76
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.09	1.09	1.04	1.09	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	custom	Prot	NA	custom	Prot	NA	custom	Prot	NA	custom
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			4			8			2			6
Minimum Split (s)	9.5	37.6	35.6	9.5	37.6	35.6	9.5	35.6	37.6	9.5	35.6	37.6
Total Split (s)	20.0	39.0	37.0	20.0	39.0	37.0	24.0	37.0	39.0	24.0	37.0	39.0
Total Split (%)	16.7%	32.5%	30.8%	16.7%	32.5%	30.8%	20.0%	30.8%	32.5%	20.0%	30.8%	32.5%
Maximum Green (s)	16.4	34.4	32.4	16.4	34.4	32.4	20.4	32.4	34.4	19.9	32.4	34.4
Yellow Time (s)	3.1	3.6	3.6	3.1	3.6	3.6	3.1	3.6	3.6	3.1	3.6	3.6
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0	1.0	0.5	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	4.1	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		28.0	26.0		28.0	26.0		26.0	28.0		26.0	28.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0

Lanes, Volumes, Timings
5: 04/15/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Act Effct Green (s)	16.4	34.4	32.4	16.4	34.4	32.4	20.4	32.4	34.4	19.9	32.4	34.4
Actuated g/C Ratio	0.14	0.29	0.27	0.14	0.29	0.27	0.17	0.27	0.29	0.17	0.27	0.29
v/c Ratio	0.00	1.07	0.88	0.26	1.07	0.15	1.00	0.24	0.24	0.42	0.25	0.16
Control Delay	45.0	91.7	40.9	48.0	99.5	5.7	95.2	36.8	3.0	57.7	44.5	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	91.7	40.9	48.0	99.5	5.7	95.2	36.8	3.0	57.7	44.5	9.6
LOS	D	F	D	D	F	A	F	D	A	E	D	A
Approach Delay		75.6			82.6			57.7			41.9	
Approach LOS		E			F			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 105			
Control Type: Pretimed			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 69.7		Intersection LOS: E	
Intersection Capacity Utilization 86.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 5:

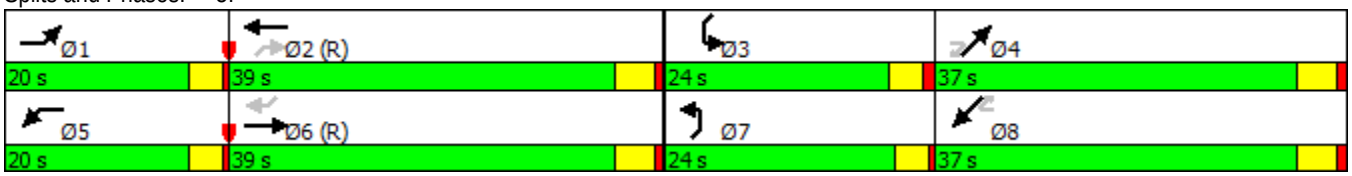


Exhibit D-5: Synchro Analysis - E Hillsdale Blvd & Foster City Blvd

Lanes, Volumes, Timings
8: 04/15/2019

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	333	594	393	71	257	90	174	411	33	235	498	153
Future Volume (vph)	333	594	393	71	257	90	174	411	33	235	498	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	13	11	11	13	11	10	10	10	10	12
Storage Length (ft)	400		200	400		200	200		200	140		140
Storage Lanes	2		1	2		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.96		0.99				0.97			0.97
Frt			0.850		0.961				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	3421	1636	3319	3255	0	1711	3303	1478	1652	3303	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	3421	1576	3319	3255	0	1711	3303	1437	1652	3303	1543
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			427		43				113			153
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			682			1238			324	
Travel Time (s)		11.1			15.5			28.1			7.4	
Confl. Peds. (#/hr)			22			23			13			11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	362	646	427	77	279	98	189	447	36	255	541	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	362	646	427	77	377	0	189	447	36	255	541	166
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	0.96	1.04	1.04	0.96	1.04	1.09	1.09	1.09	1.09	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6						4			8
Minimum Split (s)	9.5	35.6	35.6	9.5	35.6		9.5	33.6	33.6	9.5	33.6	33.6
Total Split (s)	20.0	36.0	36.0	27.0	43.0		23.0	37.0	37.0	20.0	34.0	34.0
Total Split (%)	16.7%	30.0%	30.0%	22.5%	35.8%		19.2%	30.8%	30.8%	16.7%	28.3%	28.3%
Maximum Green (s)	16.4	31.4	31.4	23.4	38.4		19.4	32.4	32.4	16.4	29.4	29.4
Yellow Time (s)	3.1	3.6	3.6	3.1	3.6		3.1	3.6	3.6	3.1	3.6	3.6
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0		0.5	1.0	1.0	0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.6	4.6	4.6	3.6	4.6		3.6	4.6	4.6	3.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Walk Time (s)		4.0	4.0		4.0			4.0	4.0		4.0	4.0
Flash Dont Walk (s)		27.0	27.0		27.0			25.0	25.0		25.0	25.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0

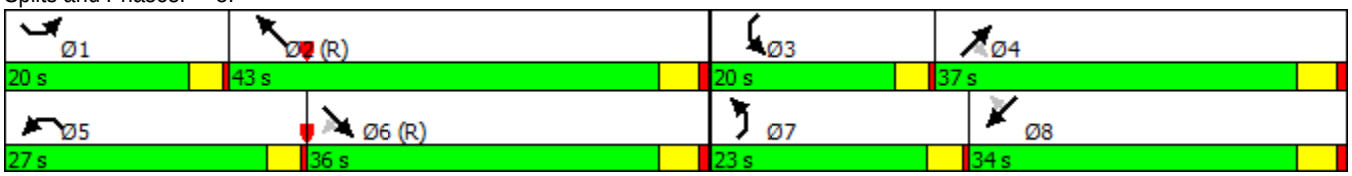
Lanes, Volumes, Timings

8: 04/15/2019

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Act Effct Green (s)	16.4	31.4	31.4	23.4	38.4		19.4	32.4	32.4	16.4	29.4	29.4
Actuated g/C Ratio	0.14	0.26	0.26	0.20	0.32		0.16	0.27	0.27	0.14	0.24	0.24
v/c Ratio	0.80	0.72	0.59	0.12	0.35		0.68	0.50	0.08	1.13	0.67	0.34
Control Delay	64.3	45.7	7.0	40.5	28.6		67.0	55.6	4.0	147.3	45.7	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.3	45.7	7.0	40.5	28.6		67.0	55.6	4.0	147.3	45.7	9.1
LOS	E	D	A	D	C		E	E	A	F	D	A
Approach Delay		38.9			30.6			56.1			66.3	
Approach LOS		D			C			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green			
Natural Cycle: 100			
Control Type: Pretimed			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 48.6		Intersection LOS: D	
Intersection Capacity Utilization 86.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 8:



Lanes, Volumes, Timings
31: 04/15/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	656	17	25	536	130	22	28	10	321	10	208
Future Volume (vph)	189	656	17	25	536	130	22	28	10	321	10	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	700		0	200		0	0		0	170		170
Storage Lanes	2		0	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.91	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		1.00				0.97			0.98			0.98
Frt		0.996				0.850			0.850			0.850
Flt Protected	0.950			0.950				0.978		0.950	0.955	
Satd. Flow (prot)	3433	3522	0	1770	5085	1583	0	1822	1583	1681	1690	1583
Flt Permitted	0.950			0.950				0.978		0.950	0.955	
Satd. Flow (perm)	3433	3522	0	1770	5085	1530	0	1822	1556	1681	1690	1551
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				141			100			226
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		566			384			232			792	
Travel Time (s)		12.9			8.7			5.3			18.0	
Confl. Peds. (#/hr)			5			10			4			7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	205	713	18	27	583	141	24	30	11	349	11	226
Shared Lane Traffic (%)										48%		
Lane Group Flow (vph)	205	731	0	27	583	141	0	54	11	181	179	226
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases						2			4			3
Minimum Split (s)	9.5	31.9		9.5	23.9	23.9	36.7	36.7	36.7	36.7	36.7	36.7
Total Split (s)	14.0	41.0		20.0	47.0	47.0	40.0	40.0	40.0	39.0	39.0	39.0
Total Split (%)	10.0%	29.3%		14.3%	33.6%	33.6%	28.6%	28.6%	28.6%	27.9%	27.9%	27.9%
Maximum Green (s)	10.4	36.1		16.4	42.1	42.1	36.3	36.3	36.3	35.3	35.3	35.3
Yellow Time (s)	3.1	3.9		3.1	3.9	3.9	3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	0.5	1.0		0.5	1.0	1.0	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.6	4.9		3.6	4.9	4.9		3.7	3.7	3.7	3.7	3.7
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		22.0			14.0	14.0	28.0	28.0	28.0	28.0	28.0	28.0
Pedestrian Calls (#/hr)		0			0	0	0	0	0	0	0	0
Act Effct Green (s)	10.4	36.1		16.4	42.1	42.1		36.3	36.3	35.3	35.3	35.3

Lanes, Volumes, Timings
31: 04/15/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.07	0.26		0.12	0.30	0.30		0.26	0.26	0.25	0.25	0.25
v/c Ratio	0.80	0.80		0.13	0.38	0.25		0.11	0.02	0.43	0.42	0.40
Control Delay	92.4	35.3		75.0	48.1	15.2		40.5	0.1	47.6	47.4	7.2
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	92.4	35.3		75.0	48.1	15.2		40.5	0.1	47.6	47.4	7.2
LOS	F	D		E	D	B		D	A	D	D	A
Approach Delay		47.8			42.9			33.7			32.0	
Approach LOS		D			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 6:EBT, Start of Green
Natural Cycle: 115
Control Type: Pretimed
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 41.9 Intersection LOS: D
Intersection Capacity Utilization 88.3% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 31:

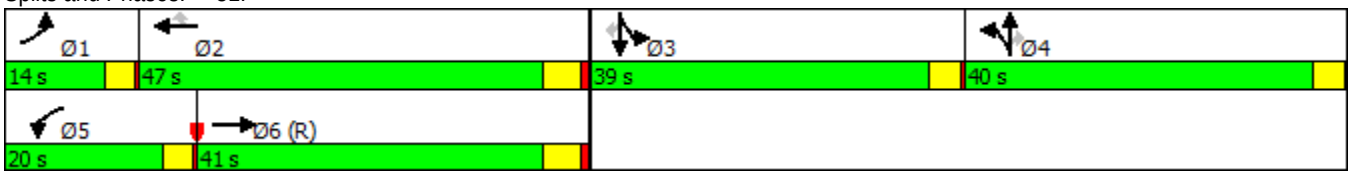


Exhibit D-7: Synchro Analysis - Metro Center Blvd & Vintage Park Dr

Lanes, Volumes, Timings

7: 04/15/2019

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	95	341	33	32	143	331	20	234	100	281	149	189
Future Volume (vph)	95	341	33	32	143	331	20	234	100	281	149	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		260	200		0	175		0	250		140
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor			0.79		0.92			0.95				0.92
Frt			0.850		0.895			0.955				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	2927	0	1770	3225	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1254	1770	2927	0	1770	3225	0	1770	3539	1463
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			106		360			57				205
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		345			169			394			972	
Travel Time (s)		7.8			3.8			9.0			22.1	
Confl. Peds. (#/hr)			83			74			61			51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	371	36	35	155	360	22	254	109	305	162	205
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	371	36	35	515	0	22	363	0	305	162	205
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6									8
Minimum Split (s)	9.5	30.5	30.5	9.5	31.5		9.5	30.7		9.5	32.2	32.2
Total Split (s)	22.0	35.0	35.0	25.0	38.0		25.0	40.0		20.0	35.0	35.0
Total Split (%)	18.3%	29.2%	29.2%	20.8%	31.7%		20.8%	33.3%		16.7%	29.2%	29.2%
Maximum Green (s)	18.5	30.5	30.5	21.5	33.5		21.5	36.3		16.5	30.8	30.8
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.2		3.0	3.2	3.2
All-Red Time (s)	0.5	1.0	1.0	0.5	1.0		0.5	0.5		0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	3.7		3.5	4.2	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Walk Time (s)		5.0	5.0		5.0			5.0			5.0	5.0
Flash Dont Walk (s)		21.0	21.0		22.0			22.0			23.0	23.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0
Act Effct Green (s)	18.5	30.5	30.5	21.5	33.5		21.5	36.3		16.5	30.8	30.8

Lanes, Volumes, Timings

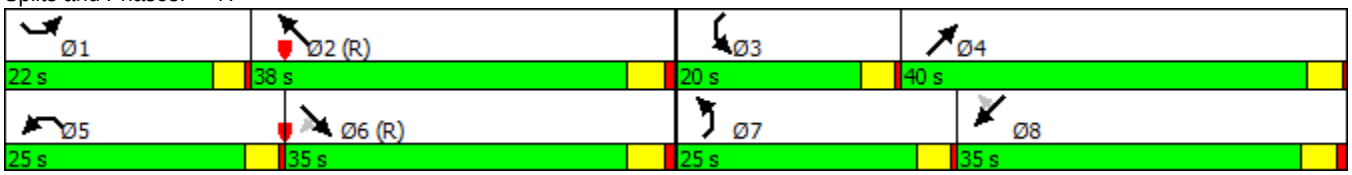
7: 04/15/2019

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Actuated g/C Ratio	0.15	0.25	0.25	0.18	0.28		0.18	0.30		0.14	0.26	0.26
v/c Ratio	0.38	0.78	0.09	0.11	0.48		0.07	0.36		1.26	0.18	0.39
Control Delay	50.2	54.7	0.5	42.4	11.9		41.8	28.5		186.5	35.4	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	50.2	54.7	0.5	42.4	11.9		41.8	28.5		186.5	35.4	7.1
LOS	D	D	A	D	B		D	C		F	D	A
Approach Delay		50.0			13.8			29.3			95.3	
Approach LOS		D			B			C			F	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Green
Natural Cycle: 85
Control Type: Pretimed
Maximum v/c Ratio: 1.26
Intersection Signal Delay: 51.2 Intersection LOS: D
Intersection Capacity Utilization 79.6% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 7:



Lanes, Volumes, Timings
14: 04/15/2019

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	126	4	44	5	29	26	460	236	0	14	110	979
Future Volume (vph)	126	4	44	5	29	26	460	236	0	14	110	979
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	60		0	600		0	100		400
Storage Lanes	1		2	0		1	2		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.88	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor						0.97						
Frt			0.850			0.850					0.878	0.850
Flt Protected	0.950	0.955			0.993		0.950			0.950		
Satd. Flow (prot)	1681	1690	2787	0	1850	1583	3433	3539	0	1770	2977	1441
Flt Permitted	0.950	0.955			0.993		0.950			0.950		
Satd. Flow (perm)	1681	1690	2787	0	1850	1529	3433	3539	0	1770	2977	1441
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113			120					532	532
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		243			206			479			441	
Travel Time (s)		5.5			4.7			10.9			10.0	
Confl. Peds. (#/hr)						11						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	137	4	48	5	32	28	500	257	0	15	120	1064
Shared Lane Traffic (%)	49%											50%
Lane Group Flow (vph)	70	71	48	0	37	28	500	257	0	15	652	532
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Split	NA	Prot	Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4	3	3		5	2		1	6	
Permitted Phases						3						6
Minimum Split (s)	23.0	23.0	23.0	22.5	22.5	22.5	9.5	27.5		9.5	22.5	22.5
Total Split (s)	36.0	36.0	36.0	22.5	22.5	22.5	36.0	48.0		18.0	22.5	22.5
Total Split (%)	28.9%	28.9%	28.9%	18.1%	18.1%	18.1%	28.9%	38.6%		14.5%	18.1%	18.1%
Maximum Green (s)	31.0	31.0	31.0	18.3	18.3	18.3	32.4	43.5		14.4	18.0	18.0
Yellow Time (s)	4.0	4.0	4.0	3.2	3.2	3.2	3.1	3.5		3.1	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	0.5	1.0		0.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		4.2	4.2	3.6	4.5		3.6	4.5	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Walk Time (s)								6.0				
Flash Dont Walk (s)								17.0				
Pedestrian Calls (#/hr)								0				
Act Effct Green (s)	31.0	31.0	31.0		18.3	18.3	32.4	43.5		14.4	25.5	25.5

Lanes, Volumes, Timings
14: 04/15/2019

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Actuated g/C Ratio	0.25	0.25	0.25		0.15	0.15	0.26	0.35		0.12	0.20	0.20
v/c Ratio	0.17	0.17	0.06		0.14	0.09	0.56	0.21		0.07	0.63	0.74
Control Delay	38.0	38.0	0.2		47.8	0.5	42.7	29.0		50.2	11.6	10.7
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	38.0	38.0	0.2		47.8	0.5	42.7	29.0		50.2	11.6	10.7
LOS	D	D	A		D	A	D	C		D	B	B
Approach Delay		28.4			27.4			38.1			11.7	
Approach LOS		C			C			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 124.5			
Actuated Cycle Length: 124.5			
Offset: 0 (0%), Referenced to phase 2:NET, Start of Green			
Natural Cycle: 85			
Control Type: Pretimed			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 22.6		Intersection LOS: C	
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14:

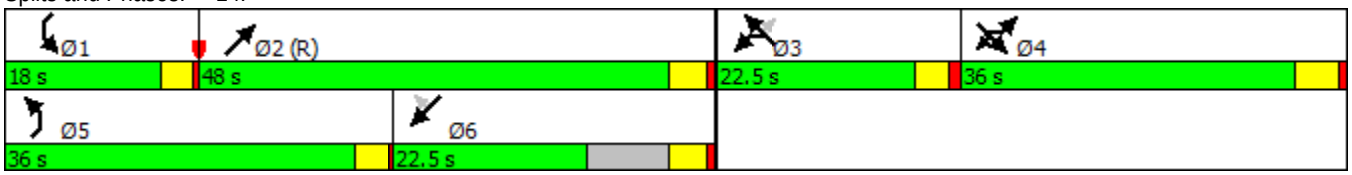


Exhibit D-9: Synchro Analysis - Edgewater Blvd & Hwy 92 Ramps

Lanes, Volumes, Timings

34: 04/15/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	374	699	9	11	683	203	8	0	2	238	7	103
Future Volume (vph)	374	699	9	11	683	203	8	0	2	238	7	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	50		350	50		50	500		250
Storage Lanes	1		0	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						0.97			0.98			0.98
Frt		0.998				0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950		0.950	0.955	
Satd. Flow (prot)	1770	3532	0	1770	3539	1583	0	1770	1583	1681	1690	1583
Flt Permitted	0.950			0.950				0.950		0.950	0.955	
Satd. Flow (perm)	1770	3532	0	1770	3539	1540	0	1770	1557	1681	1690	1559
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				221			82			117
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		243			566			197			586	
Travel Time (s)		5.5			12.9			4.5			13.3	
Confl. Peds. (#/hr)						2			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	407	760	10	12	742	221	9	0	2	259	8	112
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	407	770	0	12	742	221	0	9	2	132	135	112
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	custom	Split	NA	Perm
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases						6			2			4
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	60.0		12.0	42.0	42.0	38.0	38.0	60.0	30.0	30.0	30.0
Total Split (%)	21.4%	42.9%		8.6%	30.0%	30.0%	27.1%	27.1%	42.9%	21.4%	21.4%	21.4%
Maximum Green (s)	25.5	55.5		7.5	37.5	37.5	33.5	33.5	55.5	25.5	25.5	25.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)		0			0	0	0	0	0			
Act Effct Green (s)	25.5	55.5		7.5	37.5	37.5		33.5	55.5	25.5	25.5	25.5

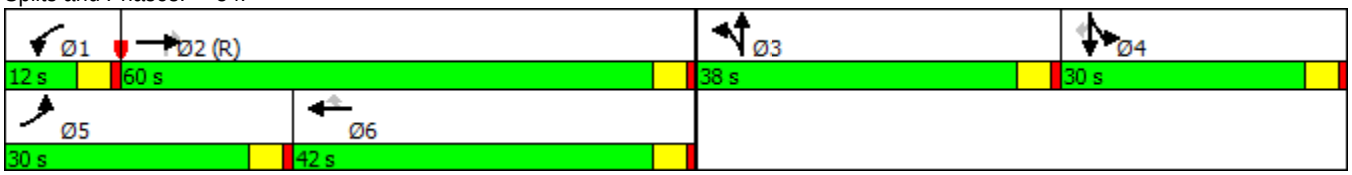
Lanes, Volumes, Timings
34: 04/15/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.18	0.40		0.05	0.27	0.27		0.24	0.40	0.18	0.18	0.18
v/c Ratio	1.26	0.55		0.13	0.78	0.39		0.02	0.00	0.43	0.44	0.30
Control Delay	186.9	34.4		94.6	34.0	5.2		41.1	0.0	55.9	56.1	9.5
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	186.9	34.4		94.6	34.0	5.2		41.1	0.0	55.9	56.1	9.5
LOS	F	C		F	C	A		D	A	E	E	A
Approach Delay		87.1			28.2			33.6			42.3	
Approach LOS		F			C			C			D	

Intersection Summary

Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay: 57.6		Intersection LOS: E	
Intersection Capacity Utilization 65.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 34:



Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: San Mateo
555 County Center
Redwood City, CA 940

From: (Public Agency): City of Foster City
610 Foster City Blvd
Foster City, CA 94404
(Address)

Project Title: Temporary Extension of Traffic Relief Pilot Program

Project Applicant: City of Foster City

Project Location - Specific:
2 intersections: East Hillsdale Blvd and Shell Blvd and East Hillsdale Blvd and Edgewater Blvd

Project Location - City: Foster City Project Location - County: San Mateo

Description of Nature, Purpose and Beneficiaries of Project:
3 month temporary extension of existing 3 month Traffic Relief Pilot program to restrict left hand turns (including u-turns) at both project location intersections between the hours of 4PM and 7PM on weekdays in order to discourage cut-through traffic in Foster City from Hwy 101 northbound traffic.

Name of Public Agency Approving Project: City of Foster City

Name of Person or Agency Carrying Out Project: City of Foster City

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: § 15301; § 15306; § 15305
- ☒ Statutory Exemptions. State code number: § 15262

Reasons why project is exempt:
Please see attached

Lead Agency Contact Person: Norm Dorais Area Code/Telephone/Extension: (650) 286-3200

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☒ Yes ☐ No

Signature: _____ Date: _____ Title: Director of Public Works

☒ Signed by Lead Agency ☒ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

Revised 2011

Attachment - Reasons Why Project is Exempt

§ 15262. Feasibility and Planning Studies.

A project involving only feasibility or planning studies for possible future actions which the agency, board, or commission has not approved, adopted, or funded does not require the preparation of an EIR or negative declaration but does require consideration of environmental factors. This section does not apply to the adoption of a plan that will have a legally binding effect on later activities.

The project qualifies for this statutory exemption because it involves a temporary traffic relief pilot program for the purpose of studying whether the restriction of left turns off of East Hillsdale Blvd is a feasible and effective mechanism to reduce cut-through traffic from Hwy 101 into Foster City. Any permanent implementation of the pilot program would require separate future action by the City Council.

§ 15301. Existing Facilities.

Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of "existing facilities" itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of use.
Examples include but are not limited to:

> *(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety, and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes).*

The project qualifies for a Class 1 categorical exemption because restricting the hours in which left hand turns are allowed off East Hillsdale Blvd. is a minor alteration to an existing street that would involve negligible or no expansion of use as the project would not generate any net new trips.

§ 15306. Information Collection.

Class 6 consists of basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource. These may be strictly for information gathering purposes, or as part of a study leading to an action which a public agency has not yet approved, adopted, or funded.

The project qualifies for a Class 6 categorical exemption because the purpose of the traffic relief pilot program is to collect data on whether restricting left hand turns from East Hillsdale Blvd. is a feasible and effective mechanism for reducing cut-through traffic from hwy 101 into the City. Counts at 9 intersections were conducted prior to implementation of the pilot program and additional counts will be conducted after implementation of the program to determine whether there is any reduction in trips through these intersections as a result.

§ 15305. Minor Alterations in Land Use Limitations.

Class 5 consists of minor alterations in land use limitations in areas with an average slope of less than 20%, which do not result in any changes in land use or density

The project qualifies for a Class 5 categorical exemption because restricting left turns at two intersections off of East Hillsdale Blvd. is a minor alteration in land use limitation in an area with an average slope of less than 20% which does not result in any changes in land use or density.

Exceptions to Categorical Exemption Analysis

15300.2 Exceptions

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

This exception does not apply to the project because the project location is an existing City street in an urbanized, extensively developed area of the City of Foster City and therefore is not in a particularly sensitive environment and will not impact an environmental resource of hazardous or critical concern.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

This exception does not apply to the proposed project because it would not be expected to contribute to significant cumulative impacts when considered along with other impacts or other

reasonably foreseeable projects or when considered with the overall buildout under the City's General Plan.

> *(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

This exception does not apply to the proposed project because there are no unusual circumstances involved. The project site is an existing City street in an urbanized, extensively developed area of the City of Foster City. There are no sensitive natural communities, no areas of sensitive habitat, and no areas of critical habitat occurring at the project site. Additionally, there are no buildings currently listed or eligible for listing on the California Register of Historical Resources, no recorded archaeological sites, and no known paleontological resources located on the project site. Therefore, implementation of the proposed project would not result in a-significant effect on the environment due to unusual circumstances.

> *(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

The project site is not within or visible from any state scenic highway and therefore this exception does not apply to the proposed project.

> *(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

This exception does not apply to the proposed project because it is not located on a hazardous waste site listed pursuant to California Government Code Section 65962.5 which requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized release from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.

> *(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

This exception does not apply to the proposed project because the federal, State, and City historic registers do not indicate any historically or architecturally significant buildings designated within or adjacent to the project site.