



## **MOBILITY PARTNERSHIP**

Tuesday, July 19, 2016  
9:30 a.m. to 11:00 a.m.

Gilroy Police Department Community Room  
7301 Hanna Street, Gilroy, CA

### **AGENDA**

1. **CALL TO ORDER/ROLL CALL**
2. **PUBLIC PRESENTATIONS:** This portion of the agenda is reserved for persons desiring to address the Committee on any matter not on the agenda. Speakers are **limited to 2 minutes**. The law does not permit Committee action or extended discussion on any item not on the agenda except under special circumstances. If Committee action is requested, the matter can be placed on the next agenda. All statements that require a response will be referred to staff for reply in writing.

### **3. ORDERS OF THE DAY**

#### **CONSENT AGENDA**

4. Approve the Regular Meeting Minutes of May 11, 2016

#### **REGULAR AGENDA**

5. ACTION ITEM – Future meeting schedule
6. INFORMATION ITEM – Receive reports from Santa Clara Valley Transportation Authority (VTA) and Council of San Benito County Governments (SBCOG) staff.
7. INFORMATION ITEM – Presentation on alignment options under consideration for SR 152.
8. INFORMATION ITEM – Presentation on previous work performed on financing/toll options, including brief overview of Public Private Partnership (P3) project delivery method.
9. ACTION ITEM – Next Steps/Action Items
10. **ADJOURN**

If you have any questions about the Mobility Partnership, please contact VTA Community Outreach Department at (408) 321-7575, TTY (408) 321-2330, or e-mail [community.outreach@vta.org](mailto:community.outreach@vta.org).

In compliance with the Americans with Disabilities Act (ADA), those requiring accommodations or accessible media for this meeting should notify the Board Secretary's Office 48 hours prior to the meeting at (408) 321-5680 or E-mail: [board.secretary@vta.org](mailto:board.secretary@vta.org) or TTY (408) 321-2330. VTA's Homepage is located on the web at: <http://www.vta.org> or visit us on Facebook <http://www.facebook.org/scvta>.



**MOBILITY PARTNERSHIP**

Wednesday, May 11, 2016

**MINUTES**

**CALL TO ORDER**

The Mobility Partnership Meeting was called to order at 9:30 a.m. by Chairperson Woodward in the Gilroy City Council Chambers at 7351 Rosanna Street, Gilroy, CA.

**1. ROLL CALL**

<b>Attendee Name</b>	<b>Title</b>	<b>Representing</b>	<b>Status</b>
Terri Aulman	Member	County of Santa Clara	Present
Margie Barrios	Member	County of San Benito	Present
Larry Carr	Member	County of Santa Clara	Present
Jerry Muenzer	Vice -Chairperson	County of San Benito	Present
Perry Woodward	Chairperson	County of Santa Clara	Present
Ignacio Velazquez	Member	County of San Benito	Present

A quorum was present.

**2. PUBLIC PRESENTATIONS**

There were no public presentations.

**3. ORDERS OF THE DAY**

Member Carr arrived at the meeting at 9:33 a.m. and took his seat.  
Member Velazquez arrived at the meeting at 9:33 a.m. and took his seat.

There were no orders of the Day.

**4. CONSENT AGENDA**

**On General Consensus** and there being no objection, Mobility Partnership Regular Meeting Minutes of March 9, 2015 has been approved.

**5. FUTURE MEETING SCHEDULE**

Members agreed that the next meeting be scheduled for July 19, 2016 (Tuesday) at 9:30 in the City of Gilroy. Specific location to be determined.

Other meeting dates deferred to next meeting.

**M/S/C (Woodward/Barrios)** to set the next meeting on July 19, 2016 (Tuesday).

## **6. REPORTS FROM VTA AND SBCOG STAFF**

John Ristow, Santa Clara Valley Transportation Authority (VTA) Director of Planning & Program Development, and Mary Gilbert, Council of San Benito County Governments (SBCOG) Executive Director, provided updates on SR 25 interim study, proposed sales tax measures for Santa Clara and San Benito counties, and other potential funding sources.

### **Discussions:**

1. Ms. Gilbert provided an update on SR 25 interim study. SBCOG Board received a report from the consultant team on proposed alternatives for SR 25. Final report will be available on the next few months.

Ms. Gilbert also discussed that San Benito County is amending its Regional Transportation Plan (RTP) to include SR 25 in the list of projects. It should be noted that alternatives in the study did not include the SR 152 trade corridor and how the two (2) projects meshed together.

San Benito has a sales tax measure, Measure P, on June 7, 2016 primary ballot. The one half (½) cent sales tax measure for 30 years is expected to generate \$240 million. It will earmark 50% of revenues (\$120 Million) to SR 25 for safety improvements, and to reduce congestion.

2. Mr. Ristow discussed VTA's proposed sales tax measure. VTA Board of Directors had a workshop on April 22, 2016 to discuss projects and funding scenarios. Ms. Gilbert and SBCOG staff attended the VTA Board workshop. The proposed sales tax measure for Santa Clara County is one half (½) cent for 30 years. The VTA Board of Directors will convene on June 2, 2016 for final action on the list of projects and for consideration of placing the measure on the November, 2016 ballot. The SR 152 Trade Corridor project is included in the list of projects, with specific focus on the US 101/SR 25 Interchange project. Mr. Ristow noted that funding could be applied to continue with the environmental clearance process for SR 152 Trade Corridor project.

3. Ms. Barrios inquired on the polling numbers for the San Benito County sales tax measure.

Ms. Gilbert noted that polling was done early 2016 with 66% of the respondents in favor the proposed sales tax measure.

**NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY**

4. Mr. Woodward asked about the Envision process not providing all the necessary funds for the projects.

Mr. Ristow explained that the list of projects will seek other means of funding.

5. Mr. Woodward inquired if the Santa Teresa extension to and connection with US 101 was included in the proposed US 101/SR 25 Interchange project, and noted that once constructed this provides a parallel path to US 101 through and north of the City of Gilroy

Mr. Ristow explained that Santa Teresa connection is part of the interchange project. Mr. Ristow further explained that while it will be possible to travel from US 101 to San Jose on local roads, Santa Teresa does not currently provide a direct route all the way through Morgan Hill. There remain some deviations required on different arterials. Studies for closing the gaps in Santa Teresa Boulevard in Morgan Hill have been performed and funding therefor is not yet identified.

6. Mr. Ristow discussed MTC's Bay Area Goods Movement program with SR 152 included in the plan. MTC is updating the Regional Transportation Plan (RTP) and SR 152 was included in the list of submitted projects. However, SR 152 is not scoring well in MTC's metrics. VTA is following up with MTC to address SR 152 Trade Corridor ranking performance to ensure inclusion in the RTP.

7. Mr. Ristow provided an update on the state funding bills. There has been no major movement on the State transportation bills.

8. Ms. Barrios asked if more proactive action is needed to bring attention to the project.

Mr. Ristow agreed that proactive action will help the project. Contact details for Senator Beall and Senator Frazier will be forwarded to the Mobility Partnership members.

Mr. Woodward mentioned that previous discussions were held on this project between former Mayor Don Gage and Senator Beall. Senator Beall is aware of the SR 152 project; however no funds have been identified at the state level to date.

Mr. Ristow explained that the State is going backwards by removing a billion dollars from the STIP.

9. Mr. Ristow discussed that Caltrans and FHWA has opened up the possibility of repurposing or reallocating federal earmarks to other projects. VTA is planning to allocate unused funds from a federal earmark in the completed SR 152/156 Interchange Project to US 101/SR 25 Interchange Project.

10. Ms. Barrios inquired on the unused funds from the SR 152/156 Interchange Project.

Mr. Ristow in consultation with Mr. Nick Saleh of Caltrans advised that approximately \$2.3 million remains from the SR 152/156 Interchange Project.

11. Ms. Gilbert reported on the adoption of the San Benito Regional Impact Fee Program by the local jurisdictions.

## **7. ESTABLISHMENT OF PROJECT IMPROVEMENT GOALS**

Mr. Chris Metzger, VTA Project Manager, discussed establishment of project improvement goals with focus on safety, operations, and economic interest. A broader spectrum of movement patterns, between Santa Clara and San Benito counties especially Hollister, to and from the North Central Coast, and between US 101 and the Central Valley were all proposed as areas of interest to include in the overall project goals.

Mr. Metzger stressed the importance of setting goals as a means to provide guidance and direction on the SR 152 Trade Corridor project.

Mobility Partnership members are also seen as major proponents and garner support for this project.

### **Discussions:**

1. Ms. Barrios noted that as the project progress into planning phase; safety, operations, and economic interest goals will have more definition. Currently, the goals have very broad definitions. As the project advances, the purpose and goals need to be more specific to address the areas being served by the project.

Mr. Woodward agreed on the statement of Ms. Barrios.

2. Mr. Carr asked if setting goals and purpose will assist the project to get funding and move into legislation.

Mr. Metzger opined that project elements can now be refined to meet the goals, and assessments performed on the ability of alternatives to meet these project goals. Mr. Ristow also mentioned that goals provide direction on advocacy action by the Mobility Partnership members for this project.

3. Ms. Aulman asked about the importance of the safety aspect. Mr. Ristow noted that safety carries major weight as a goal.

**M/S/C (Woodward/Barrios)** to accept the project improvement goals as presented.

**NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY**

## 8. REPORT ON HIGH SPEED RAIL (HSR) DEVELOPMENTS

Mr. Ben Tripousis, Northern Regional Director of California High Speed Authority, provided updates on the HSR developments.

In November 2015, HNTB was selected to complete environmental review for both the San Francisco to San Jose and the San Jose to Merced project segments. Environmental clearances for both project segments are expected in December 2017. Draft environmental document is scheduled to be issued for formal public review and comment by summer of 2017. HSR Business Plan for 2016 has just been adopted. HSR is now working to provide revenue service from downtown San Francisco to downtown Bakersfield by 2025.

Section between San Jose and San Francisco will have blended service. Future HSR trains will operate in the same confines as the existing Caltrans tracks in this reach.

Alignments for HSR South of San Jose were discussed. Currently, HSR is analyzing Gilroy station options. City of Gilroy prefers a downtown Gilroy station which is being studied and planned. San Jose Diridon Station will become a regional transit hub due to BART proximity and easy access to bus and light rail. Gilroy also has the potential to become a regional transit hub due to possible regional rail extensions to Salinas, Monterey and Hollister.

### **Discussions:**

1. Mr. Woodward hopes for a blended service through Gilroy.
2. HSR's preferred alignment is to parallel and/or share Union Pacific's right of way between San Jose and Gilroy. A viaduct along Monterey Highway is also being studied as an alternative to the at-grade alignment along the Union Pacific corridor. Mr. Tripousis also discussed the on-going consideration of a deeper tunnel through Pacheco Pass than previously proposed..
3. Ms. Aulman inquired about viaduct.

Mr. Tripousis explained viaduct as an elevated guideway.

4. Mr. Woodward asked about the schedule of the ultimate alignment selection by HSR and its potential implication to the SR 152 Trade Corridor project.

Mr. Tripousis explained that initial preferred alternative could be available by November 2016. The draft environmental document (DED) is scheduled for release by March 2017. .

5. Ms. Barrios inquired on City of Hollister's interest on rail connectivity.

Mr. Tripousis discussed that City of Hollister expressed interest on re-initiating a rail connection from the spur line in Hollister to the rail line which extends from Gilroy, Salinas and Monterey.

Mr. Woodward noted the importance of rail connection for the City of Hollister.

6. Mr. Ignacio inquired on right of way and building on parallel roadways.

Mr. Ben Tripousis explained that HSR analysis for the purpose of environmental review focus on HSR right of way only. HSR is coordinating with county and local staff. HSR is running adjacent to SR 152 and possibility of joint activities can be pursued with the SR 152 Trade Corridor project.

7. Mr. Carr inquired on the blended service and use of Caltrain's tracks south to Gilroy.

Mr. Tripousis explained HSR will operate on the existing Caltrain's tracks north of San Jose's Tamien Station. Investment of \$700 million will be used for electrification of Caltrain corridor. Caltrain has completed the environmental review and is now moving forward with a design-build contract. Construction is expected to begin by the end of 2017. Expected electrified commuter rail service to be operational by late 2020 or early 2021. Mr. Tripousis re-iterated the desire of HSR to run parallel to UPRR between San Jose and Gilroy, dependent on negotiations with UPRR to do so.

## 9. **REPORT ON TRAFFIC AND ACCESS IMPACTS AND OPPORTUNITIES RELATED TO ALIGNMENT OPTIONS UNDER CONSIDERATION FOR SR 152**

Mr. Metzger provided a presentation on traffic and access impacts and opportunities related to alignment options under consideration for SR 152. The presentation addresses issues related to truck traffic on Highway 101 north of SR 152; travel benefits associated with construction of the alignment proposed in the approved Project Study Report; and planned economic development in San Benito County.

### **Discussions:**

1. Ms. Barrios inquired on the volume of truck traffic – noting some volumes had decreased between 2006 and 2014.

Mr. Metzger explained that decrease in truck traffic is likely due to the economic recession. No data is available beyond 2014. The data showed recent increases in truck volumes between 2012 and 2014, but overall volumes were not as high as 2006 volumes in many locations.

2. Mr. Woodward wanted to confirm the volume of 3,000 trucks that used Pacheco Pass.

Mr. Metzger noted that all figures consist of total number of trucks on both directions per day (Annual Average Daily Traffic – AADT).



3. Mr. Carr, in verifying understanding of the information presented, asked if the truck volume in SR 152 is 31% of the volume on US 101.

Mr. Metzger confirmed the volume of trucks in SR 152 between US 101 and SR 156 is 31% of the truck volume in US 101 north of Gilroy – but not all the trucks on SR 152 necessarily emanate from US 101 north of Gilroy. Thus, at most 31% of the trucks coming through the Morgan Hill area on US 101 are also using SR 152 east of US 101 and west of SR 156. Traffic patterns are not specifically correlated with the data. Further studies could be undertaken on origin-destination of truck trips to determine more accurate travel patterns and correlations between highway truck volumes.

4. Ms. Veronica Lezama, SBCOG Transportation Planner, inquired on the type of access connections presented.

Mr. Metzger explained that access connection was not specified. As such, it could be an interchange (grade separated) or signal intersection.

5. Mr. Metzger noted that if new alignment is built, truck traffic will transfer to the new alignment and little traffic will be seen in existing SR 152 alignment.

6. Ms. Barrios asked about the different 2014 truck volumes shown for SR 152.

Mr. Metzger explained that the difference is due to location of volumes shown. One set of data is for the section of roadway between US 101 and SR 156, and one set of data is for the section of roadway between SR 156 and I-5. SR 152's truck traffic just east of Gilroy is primarily headed from/to US 101 while truck traffic at Casa de Fruta and easterly includes truck traffic from/to SR 156.

#### **10. PRESENTATION ON THE US 101 CENTRAL COAST CALIFORNIA FREIGHT STRATEGY DEVELOPED BY THE ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS (AMBAG)**

Ms. Heather Adamson, Association of Monterey Bay Area Governments (AMBAG) Director of Planning, presented the study on US 101 Central Coast California Freight Strategy. Study covered the following five (5) counties: San Benito County, Santa Cruz County, Monterey County, San Luis Obispo County, and Santa Barbara County with freight playing an important role in Central Coast.

##### **Discussions:**

1. Mr. Muenzer made a comment that the study is important to the Mobility Partnership due to the US 101/SR 25 Interchange project and funding availability for this project.

Ms. Adamson explained that AMBAG wanted to present the study that is being done on US 101 south of Santa Clara County. The Mobility Partnership may be in a position to explore joint federal funding for projects that benefit south Santa Clara County and north San Benito County.

## 11. PRESENTATION ON REHABILITATION PLANS FOR MORGAN HILL/GILROY REACH OF US 101

Mr. Nick Saleh, Caltrans District 4 Division Chief, provided a presentation on US 101 Rehabilitation Project. The rehabilitation project aims to preserve the service life of existing pavement (mainline only) and improve ride quality. The project will replace about 300 broken concrete (PCC) pavement slabs. Total project cost is \$25 million which is funded by the State Highway Operation and Program (SHOPP) program. Nighttime construction work is expected from 5/16/2016 to 12/5/2016.

### Discussions:

1. Mr. Ignacio inquired about the reliability of concrete that will be used for the rehabilitation project.

Mr. Saleh explained that concrete has less maintenance and will last longer than asphalt. It has also been noted that drainage and heavy traffic are challenges for concrete surface.

2. Mr. Carr asked about “mainline only” in the presentation slides.

Mr. Saleh explained that “mainline only” means not including the ramps. Separate rehabilitation project(s) will be performed for the ramps to adhere to the American with Disabilities Act (ADA Guidelines). Replacement surface (asphalt/concrete) type will be the same as the existing road surface.

3. Mr. Carr inquired on the possibility of extending the acceleration lane from Tennant Avenue to Dunne Avenue in northbound US 101.

Mr. Saleh noted that the acceleration lane issue will be looked into by Caltrans.

## 12. NEXT STEPS AND ACTION ITEMS

The following were noted as Action Items to be addressed prior to the next meeting:

- Mr. Ristow noted staff will provide legislative contact information requested by Ms. Barrios, and will also draft talking points for the Mobility Partnership to use when talking with State Legislators.
- Mr. Ristow noted that a workplan was approved at the first meeting, and that staff would review that work plan and develop next steps for the project.

**M/S/C (Woodward/Barrios)** to approve the next steps and action items.

**NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY**

## **8. ADJOURNMENT**

On order of Chairperson Woodward, and there being no objection, the meeting was adjourned at 11:00 a.m.

Respectfully submitted,

Rebecca de Leon  
VTA Highway Program



Memo on Agenda Item 5  
Date: July 19, 2016

TO: Mobility Partnership

FROM: John Ristow, Santa Clara Valley Transportation Authority (VTA) Director of Planning and Program Development

SUBJECT: Establish schedule for future meetings

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### **ACTION ITEM**

#### **RECOMMENDATION:**

Approve schedule of future meetings.

#### **BACKGROUND:**

No future meetings are scheduled at this time. Based on availability of MP members for this meeting, staff is recommending the following bi-monthly meeting dates for discussion and approval

- Wednesday, September 14, 2016 – morning. Time and location TBD
- Wednesday, November 9, 2016 – morning. Time and location TBD



Memo on Agenda Item 6  
Date: July 19, 2016

TO: Mobility Partnership

FROM: John Ristow, Santa Clara Valley Transportation Authority (VTA) Director of Planning and Program Development;  
Mary Gilbert, Council of San Benito County Governments (SBCOG) Executive Director

SUBJECT: Receive reports from VTA and SBCOG staff

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### INFORMATION ITEM

#### **RECOMMENDATION:**

Receive report from VTA and SBCOG staff on items related to the Mobility Partnership.

#### **BACKGROUND:**

Staff from VTA and SBCOG to provide status update on the following:

- Result of sales tax measure for San Benito County
- Proposed sales tax measure for Santa Clara County
- Update on meetings with Senator Beall and Assemblymember Frazier
- High Speed Rail update
- Update on other potential funding sources
  - Repurposing earmarks (SR 152 federal earmark and others)



Memo on Agenda Item 7  
Date: July 19, 2016

TO: Mobility Partnership  
FROM: Chris Metzger, Project Manager  
SUBJECT: Presentation on alignment options under consideration for SR 152

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#### **INFORMATION ITEM**

#### **RECOMMENDATION:**

Receive presentation on alignment options under consideration for SR 152.

#### **BACKGROUND:**

See attached presentation.



Memo on Agenda Item 8  
Date: July 19, 2016

TO: Mobility Partnership

FROM: Chris Metzger, Project Manager

SUBJECT: Presentation on previous work performed on financing/toll options, including brief overview of Public Private Partnership (P3) project delivery method

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### **INFORMATION ITEM**

#### **RECOMMENDATION:**

Receive a presentation on previous work performed on financing/toll options, including brief overview of Public Private Partnership (P3) project delivery method.

#### **BACKGROUND:**

Presentation to be provided at the meeting.



Memo on Agenda Item 9  
Date: July 19, 2016

TO: Mobility Partnership

FROM: John Ristow, Santa Clara Valley Transportation Authority (VTA) Director of Planning and Program Development

SUBJECT: Next Steps and Action Items

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### ACTION ITEM

#### **RECOMMENDATION:**

Approve next steps and action items per today's meeting.

#### **BACKGROUND:**

At the May 11, 2016 MP meeting, the Partnership approved the following Work Plan as a general guideline of potential work to be undertaken by staff in support of the Mobility Partnership:

- Review New Improvement Concepts
- Assess Potential Near-term Funding Opportunities
- Workshop on Institutional/Governance Topics
- Assess Opportunities to Coordinate with High Speed Rail
- Establish and implement Outreach Plan
- Review and define actions in pursuing Funding Options for Improvements
- Assess Options for Delivering SR 152 Trade Corridor and SR 25 improvements

Based on this workplan and discussions held at previous meetings, Staff proposes the following be discussed at upcoming meetings:

Next meeting:

- Presentation on Financing Plan Options related to Public/Private Partnerships.
- Presentation on Public Outreach plan.
- Presentation on Future Project Development Efforts.

Following meeting:

- Plans for pursuing funding for current and future project phases.
- Additional information required to support potential funding scenarios.



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# **Mobility Partnership Briefing**

**July 19, 2016**

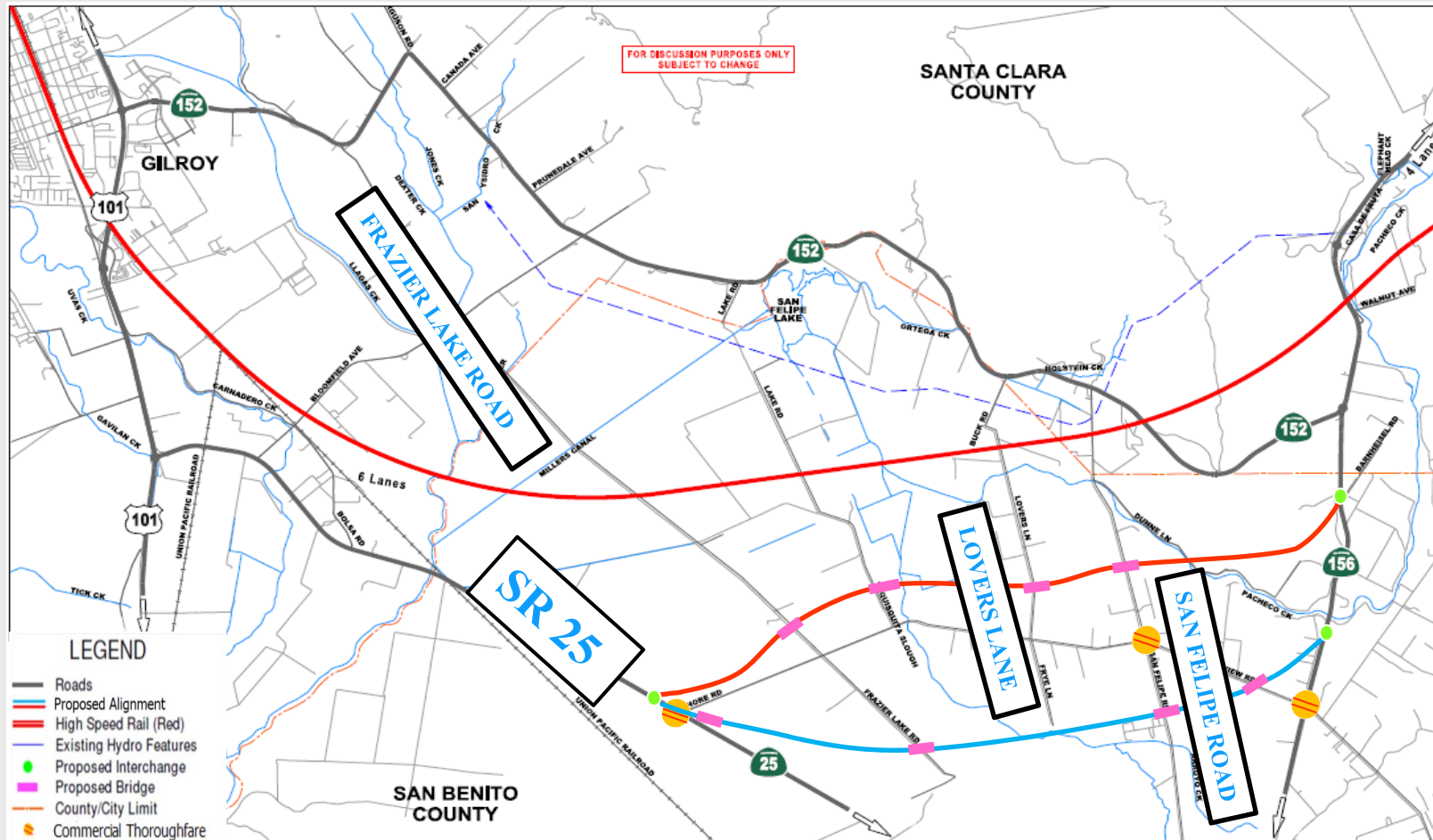


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# **SR 152 Trade Corridor Alignment Options**

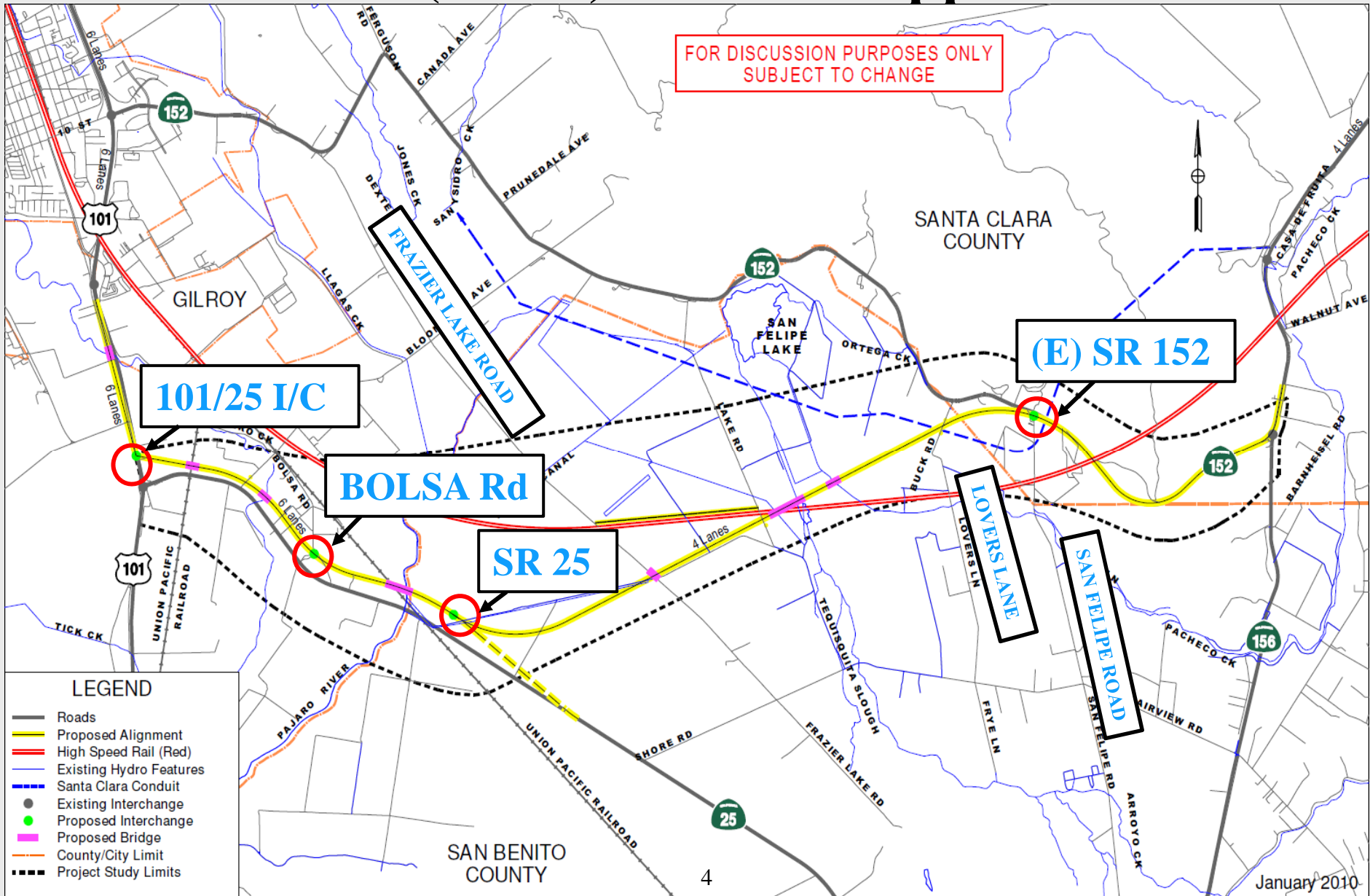
## **Agenda Item 7**

# SR 152 South Alignment Alternative(s)



# SR 152 PSR Alignment (US 101 to SR156)

## Alternative 1-A (North) – Access Opportunities



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# Questions