



MOBILITY PARTNERSHIP

Wednesday, March 09, 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 December 17, 2015

REGULAR AGENDA

5. ACTION ITEM – Review and approve changes in Mobility Partnership membership and meeting logistics.
6. INFORMATION ITEM – Receive reports from Santa Clara Valley Transportation Authority (VTA) and Council of San Benito County Governments (SBCOG) staff.
7. INFORMATION ITEM – Receive a presentation on Project element costs for the US 101 Improvement Project between Monterey Street and SR 129; and the proposed Phase 1 for the US 101 / SR 25 Interchange.
8. INFORMATION ITEM - Receive a presentation on Project element costs for the SR 152 Trade Corridor; and alignment options previously considered for the corridor.
9. INFORMATION ITEM – Receive a report on Joint Powers Agreement (JPA) concept for Mobility Partnership.

10. ACTION ITEM – Next Steps**11. 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.

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 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

Thursday, December 17, 2015

MINUTES

CALL TO ORDER

The Mobility Partnership Meeting was called to order at 9:30 a.m. in the Gilroy Police Department Community Room, 7351 Rosanna Street, Gilroy, CA 95020.

1. ROLL CALL

Attendee Name	Title	Representing	Status
Margie Barrios	Member	County of San Benito	Present
Don Gage	Member	City of Gilroy	Absent
Johnny Khamis	Member	City of San Jose	Present
Jerry Muenzer	Member	County of San Benito	Present
Perry Woodward	Member	City of Gilroy	Present
Ignacio Velasquez	Member	City of Hollister	Present

A quorum was present.

2. PUBLIC PRESENTATIONS

There were no public presentations.

3. INTRODUCTIONS

Received the following introductions from Mobility Partnership members: Perry Woodward, Mayor of City of Gilroy; Jerry Muenzer, County of San Benito Supervisor, Council of San Benito County Governments (SBCOG) Chairperson; Ignacio Velasquez, Mayor of City of Hollister, SBCOG Director; Margie Barrios, County of San Benito Board of Supervisors Chairperson.

Agency Staff and Project Consultants in attendance: John Ristow, Santa Clara Valley Transportation Authority (VTA) Director of Planning and Program Development; Mary Gilbert, Executive Director, Council of San Benito County Governments (SBCOG); Chris Metzger, VTA Project Manager; Nick Saleh, Caltrans District 4 Division Chief; Eileen Goodwin, Apex Strategies; Jim Lawson, VTA

4. REVIEW AND APPROVED MOBILITY PARTNERSHIP STRUCTURE AND ORGANIZATION

Mr. Ristow provided an overview of the partnership structure and organization.

On General Consensus and there being no objection, Mobility Partnership Structure and Organization have been approved. Member Perry Woodward appointed as Chairperson and Member Jerry Muenzer appointed as Vice-Chairperson.

5. REVIEW AND APPROVED MOBILITY PARTNERSHIP PURPOSE, GOALS AND MEETING LOGISTICS

Mr. Ristow discussed the mobility partnership purpose, goals and meeting logistics.

Member Khamis arrived at the meeting at 9:40 a.m. and took his seat.

On General Consensus and there being no objection, Mobility Partnership purpose, goals and meeting logistics have been approved.

6. PRESENTATION ON PROJECT/PARTNERSHIP HISTORY AND EXISTING STATE ROUTE (SR) 152 TRADE CORRIDOR AND SR 25 CONCEPTS AND ALIGNMENT

Mr. Ristow provided an overview of the project with a PowerPoint presentation. Mr. Metzger discussed the SR 152 Trade Corridor and US 101/SR 25 interchange items and Ms. Gilbert discussed the SR 25 Corridor details.

Discussions:

1. As confirmed by Mr. Saleh, Caltrans District 4 will perform a lead role in the Caltrans support of this project with the support of Caltrans District 5.

2. Member Velasquez noted that the proposed SR 152 Trade Corridor alignment is similar to the High Speed Rail (HSR) Downtown alignment.

3. Member Velasquez inquired about the involvement of County of Merced.

Mr. Ristow stated that Route 152 in the County of Merced is a very important commute corridor and east-west corridor in the Central Valley.

4. Member Barrios inquired about the outreach to San Benito Chamber of Commerce since it was not in the Stakeholder Outreach Slide (#12). Noted the duplication of the San Benito EDC in the above-mentioned slide.

Ms. Goodwin confirmed the typographical error in the San Benito EDC duplication in the slide. Future presentation slides will be corrected to include outreach to San Benito Chamber of Commerce.

5. Mr. Khamis queried on the involvement and outreach to the Silicon Valley Chamber of Commerce.

Mr. Ristow stated that Silicon Valley Chamber of Commerce is aware of this project as well as the Silicon Valley Leadership Group. Due to the importance of this route that affects commercial and recreation traffic, more extensive outreach initiatives to all concerned groups will be started again as the project moves forward.

6. Ms. Barrios inquired if there is federal funding for this type of project.

Mr. Saleh stated that US 101/SR 125 will be state funded. For SR 152 Trade Corridor project, there was little federal funding from CMAQ due to the federal funding leftover from the SR 152/156 interchange done couple of years ago.

7. Ms. Barrios asked if we reached out to Merced and Madera counties.

Mr. Ristow and Ms. Gilbert stated that outreach efforts will be started again to these two counties.

8. Since a new toll system is one of the funding alternatives for this project, Mr. Ignacio requested for scenarios on how and where to toll.

Mr. Ristow stated that due to the big project cost, different scenarios and financial alternatives such as tolling have been evaluated at a sketch level. Details of work performed to date will be provided to the members at the next meeting.

9. Mr. Velasquez asked to define the \$1B cost for this project and sub-project limits especially the US 101 and SR 152/156 sections. Discuss also the cost impact of HSR.

Mr. Ristow and Mr. Metzger said that the project cost details/breakdowns will be provided at the next meeting.

10. Mr. Woodward requested that the SR 25/ US 101 interchange be classified as a safety improvement project based on safety as a primary concern driving this project.

7. POTENTIAL SALES TAX MEASURES

Ms. Gilbert discussed San Benito Council's consideration of a transportation sales tax measure for the June 2016 ballot. It is currently proposed to be a half cent sales tax for 20 years for a mix of different transportation projects. Percentage for the SR 25 improvement is not yet determined and SBCOG will develop an expenditure plan in a month or so.

Mr. Ristow discussed that Santa Clara County and VTA Board is likewise considering a potential transportation sales tax measure for November 2016 ballot. It is currently proposed to be a half cent tax measure for 30 years. VTA is currently evaluating transportation projects for VTA Board consideration. SR 101/25 interchange is one of the projects being considered. VTA Board might also consider investing additional funds in the environmental phase of the SR 152 project that is currently underfunded.

Discussions:

1. Mr. Woodward requested for a cost breakdown of the US 101/ SR 25 interchange project details due to the \$120M versus \$300M cost difference.

Mr. Ristow noted that cost breakdown and VTA approved cost details will be provided at the next meeting.

2. Ms. Barrios asked Ms. Gilbert regarding the 20 year period for the San Benito county transportation sales tax measure.

Ms. Gilbert opined that this is currently the consensus. SBCOG has not yet decided on the time period.

8. DISCUSSION ON NEXT STEPS

Mr. Ristow discussed the need to establish a work plan for Mobility Partnership and agency staff. More project details will be provided at the next meeting.

Discussions:

1. Mr. Velasquez asked for any update on Senator Jim Beall's alternative to gasoline tax (SB 16)

Mr. Ristow heard no progress yet on the proposed bill. Per discussion with Senator Beall by Mr. Woodward and City of Gilroy Mayor Don Gage, some assistance might be extended to this project if the SB bill pushes through. Senator Beall is interested in the connection this project affords to the farmers in San Joaquin valley.

2. Mr. Velasquez inquired on HSR property acquisitions and requested a report to the members on opportunities for project cost savings for the SR 152 project.

3. Mr. Woodward inquired on the feasibility of this project (101/25 interchange) in the next two or three years. Current US 101/SR 125 interchange was only a temporary fix and there is a need to make it safer.

Mr. Ristow stated that VTA is aware of the problems, and is assessing a first phase approach assuming the project as defined in the approved environmental document is not fully funded.

3. Mr. Velasquez discussed the county lines and effect of truck traffic on the long commute time. Traffic is backed up all the way back to Hollister. Temporary fix is needed on the off ramp.

4. Mr. Muenzer inquired if VTA can spend tax dollars outside of the Santa Clara County.

Mr. Ristow stated that VTA lawyers will be consulted in accordance with its enabling legislation.

5. Mr. Barrios inquired on HSR coordination/contact persons.

Mr. Ristow stated that Mr. Ben Tripousis is the HSR Northern California Regional Director. There will be a shared involvement with HSR in this project.

On General Consensus and there being no objection, motion to establish work plan for Mobility Partnership purpose and agency staff has been approved.

9. ADJOURNMENT

On order of Chairperson Woodward, and there being no objection, the meeting was adjourned at 10:43 a.m.

Respectfully submitted,

Rebecca de Leon
VTA Highway Program



Memo on Agenda Item 5
Date: March 9, 2016

TO: Mobility Partnership

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

SUBJECT: Approve changes in Mobility Partnership membership and meeting logistics

ACTION ITEM

RECOMMENDATION:

Approve changes in Mobility Partnership membership and adopt meeting schedule for 2016.

BACKGROUND:

The original members of the Mobility Partnership, approved at the December 17, 2015 meeting, included Don Gage (City of Gilroy – Mayor) and Johnny Khamis (City of San Jose – Santa Clara Valley Transportation Authority (VTA) Board Member).

Since the last Mobility Partnership meeting, Don Gage has retired. Additionally, VTA is proposing a replacement for Johnny Khamis. VTA has selected the following two individuals to serve on the Mobility Partnership:

- Larry Carr (City of Morgan Hill – City Councilmember)
- Terri Aulman (City of Gilroy – City Councilmember)

The Mobility Partnership will hold meetings at the following dates:

- April 13, 2016 (Wednesday)
- May 11, 2016 (Wednesday)
- June 8, 2016 (Wednesday)
- September 14, 2016 (Wednesday)
- December 14, 2016 (Wednesday)



Memo on Agenda Item 6

Date: March 9, 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;
Eileen Goodwin, Project Consultant

SUBJECT: Receive reports from VTA and SBCOG staff

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:

- High Speed Rail
- SR 25 interim study
- Proposed sales tax measures for Santa Clara and San Benito Counties
- Update on potential funding sources including Metropolitan Transportation Commission (MTC) Goods Movement program and state funding bills under consideration



Memo on Agenda Item 7
Date: March 9, 2016

TO: Mobility Partnership

FROM: Chris Metzger, Project Manager

SUBJECT: Presentation on Project element costs for the US 101 Improvement Project between Monterey Street and SR 129; and the Proposed Phase 1 for the US 101/SR 25 Interchange

INFORMATION ITEM

RECOMMENDATION:

Receive presentation on Project elements for:

- The Environmentally Cleared US 101 Improvement Project that includes the US 101/SR 25 interchange reconstruction
- Potential Phase 1 Project for the US 101/SR 25 Interchange

BACKGROUND:

See attached presentation.



Memo on Agenda Item 8
Date: March 9, 2016

TO: Mobility Partnership

FROM: Chris Metzger, Project Manager

SUBJECT: Presentation on SR 152 Trade Corridor Project Element Costs and Alignment Options

INFORMATION ITEM

RECOMMENDATION:

Receive presentation on SR 152 Trade Corridor Element Costs and Alignment Options previously considered for the corridor.

BACKGROUND:

See attached presentation.



Memo on Agenda Item 9
Date: March 9, 2016

TO: Mobility Partnership

FROM: Eileen Goodwin, Project Consultant

SUBJECT: Joint Powers Agreement (JPA) Concept for facility development and management

INFORMATION ITEM

RECOMMENDATION:

Receive an overview on Joint Powers Agreements (JPA) and the potential for use of a JPA in project development and management of improvements under consideration by the Mobility Partnership.

BACKGROUND:

Oral report to be provided.



Memo on Agenda Item 10
Date: March 9, 2016

TO: Mobility Partnership

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

SUBJECT: Discussion on Next Steps

ACTION ITEM

RECOMMENDATION:

Establish actions for staff prior to next meeting.

BACKGROUND:

Provide direction to staff on work to be performed based on the list of following items (previously presented at Mobility Partnership meeting on December 17, 2015):

- 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

Mobility Partnership Briefing

March 9, 2016

US 101 Improvement Project between Monterey St. and SR 129 - Project Element costs

US 101 Improvement Project (Monterey Street to SR 129) – Project Element Costs

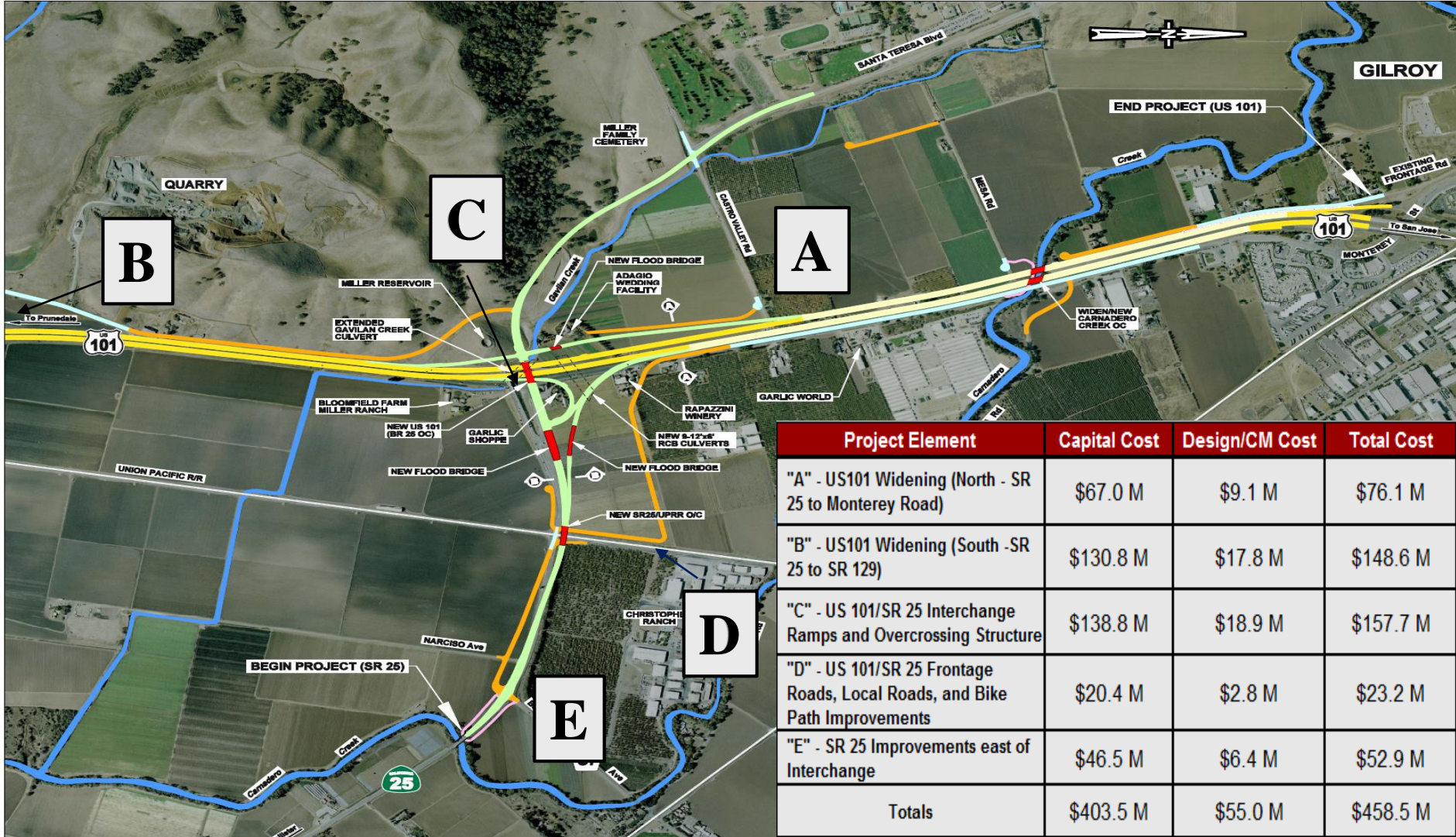


Project Element	Capital Cost	Design/CM Cost	Total Cost
"A" - US101 Widening (North - SR 25 to Monterey Road)	\$67.0 M	\$9.1 M	\$76.1 M
"B" - US101 Widening (South - SR 25 to SR 129)	\$130.8 M	\$17.8 M	\$148.6 M
"C" - US 101/SR 25 Interchange Ramps and Overcrossing Structure	\$138.8 M	\$18.9 M	\$157.7 M
"D" - US 101/SR 25 Frontage Roads, Local Roads, and Bike Path Improvements	\$20.4 M	\$2.8 M	\$23.2 M
"E" - SR 25 Improvements east of Interchange	\$46.5 M	\$6.4 M	\$52.9 M
Totals	\$403.5 M	\$55.0 M	\$458.5 M

Note: Costs do not include work to obtain Federal (NEPA) environmental clearance

US 101 Improvement Project (Monterey St to SR129) - Project Element Costs

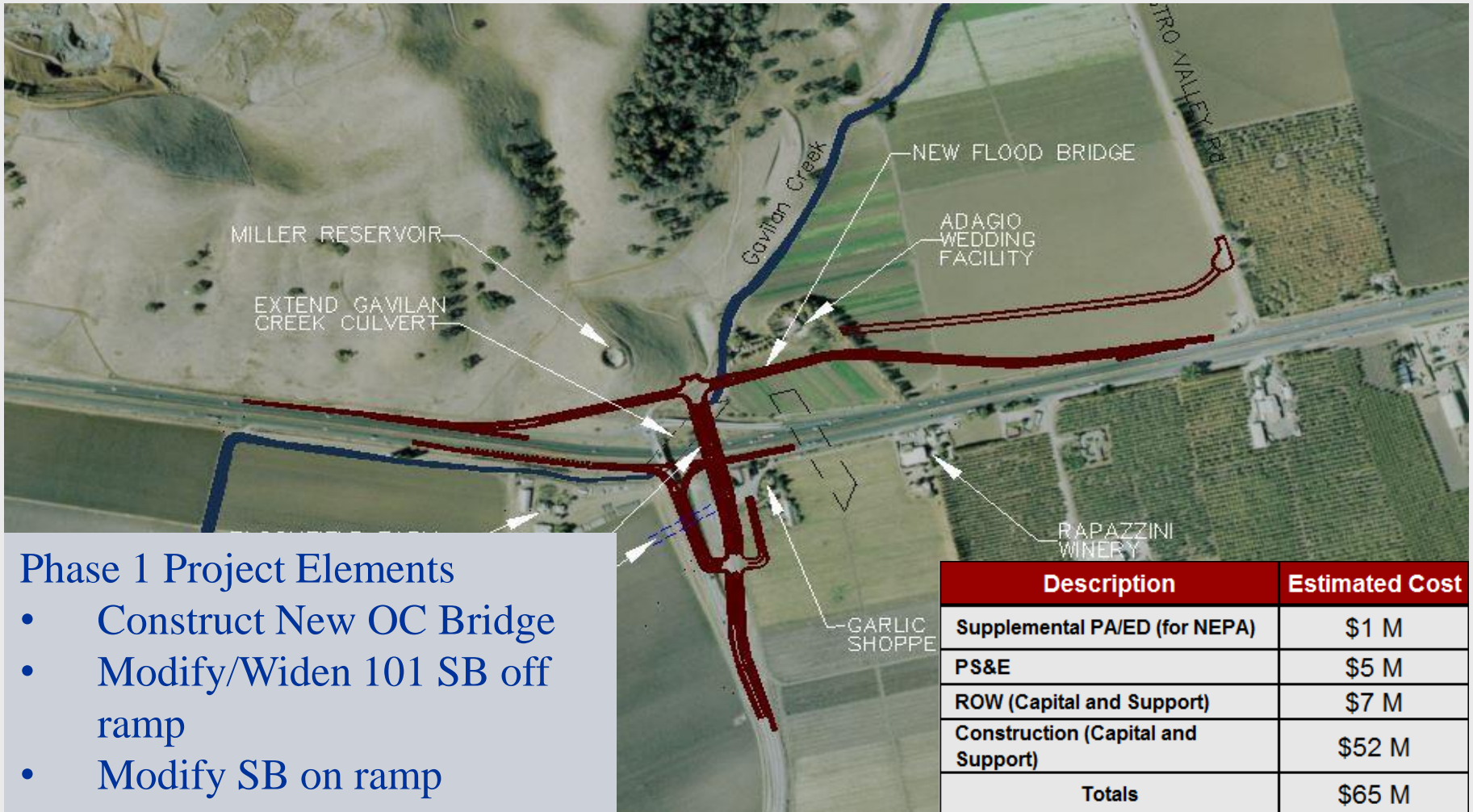
Agenda Item 7



Note: Costs do not include work to obtain Federal (NEPA) environmental clearance

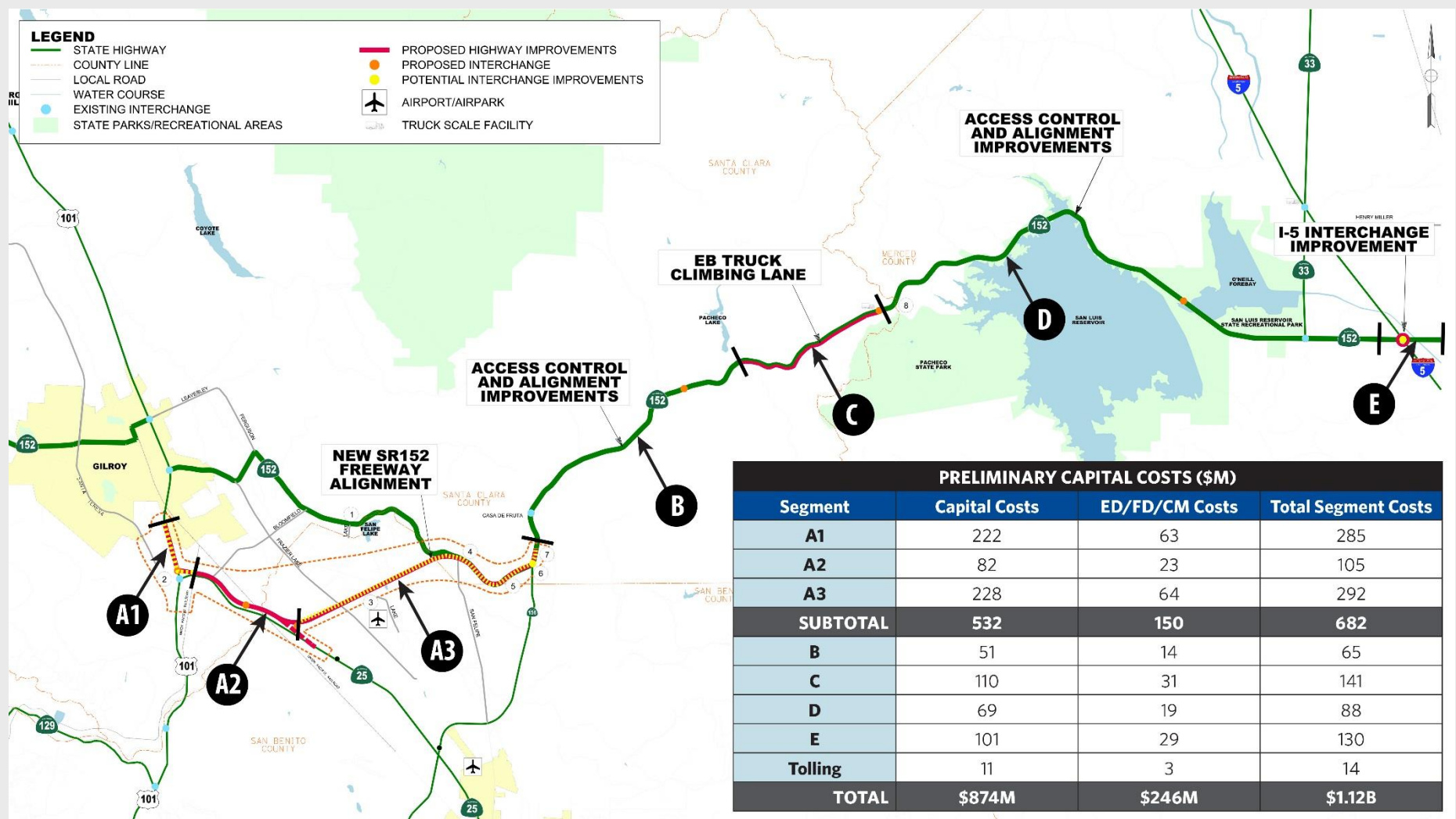
US101/SR 25 Interchange Proposed Phase 1 Project

US 101/SR 25 Interchange – Phase 1 Project



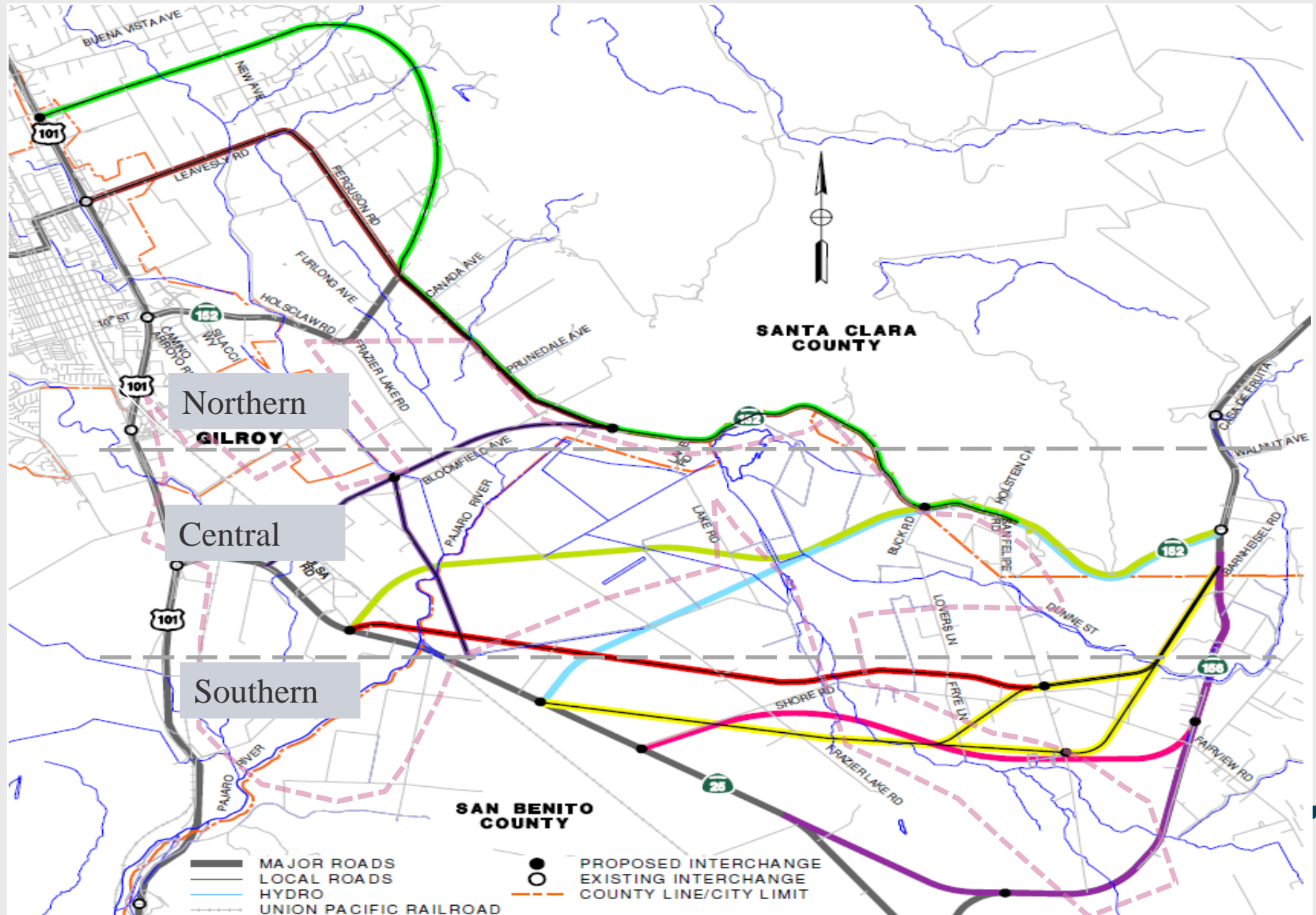
SR 152 Trade Corridor - Project Element Costs and Alignment Options

SR 152 Trade Corridor – Element Costs



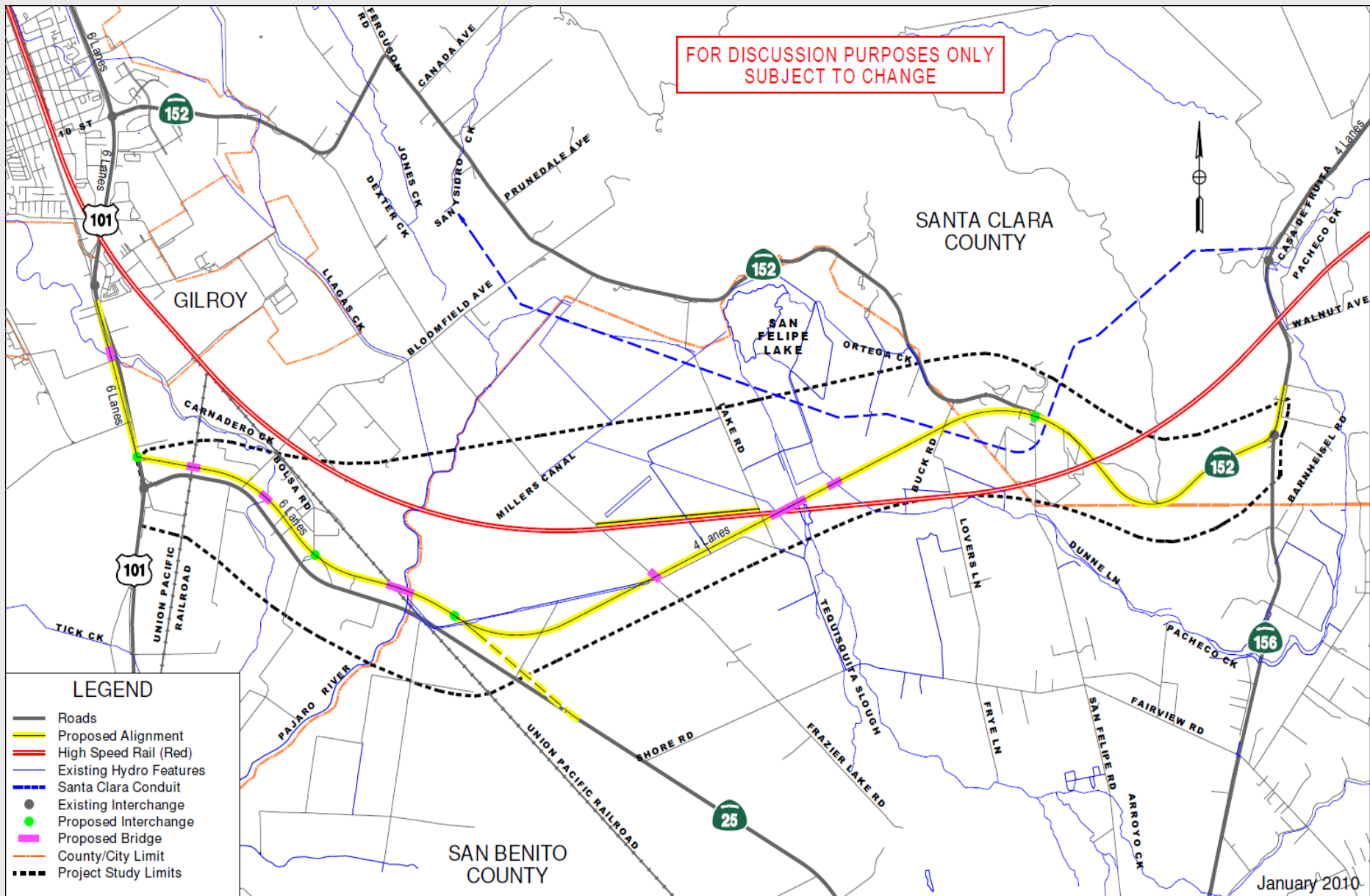
SR 152 Alternatives Considered

Agenda Item 8



SR 152 Alignment Alternative

Agenda Item 8



Characteristics of SR 152 Alignments

Feature/Opportunity	Northern Alignments	Central Alignments	Southern Alignments
Description	Generally north of existing SR 152	Generally between existing 152 and north of Shore Rd	Alignments near and south of Shore Road
Mobility			
Goods Movement North Central Coast to/from Central Valley	Increased capacity offset by: Curvilinear routes; multiple access points; indirect routes	Highest volume / fewest access point route options; Equally accessible from North and South 101	More circuitous routes; still accessible; number of access points will influence volume
Goods Movement Bay Area to/from Central Valley	Most direct routes; Curvilinear routes; multiple access points	Highest volume / fewest access point route options; Equally accessible from North and South 101	More circuitous routes; still accessible; high volume movement
Mobility between counties	Minimal impact to inter-county mobility	Parallel route adds capacity; relieves SR 25 and SR 156	increases capacity on existing route; some parallel route options
Mobility to/from Central Valley	Primary benefit to Santa Clara County	Parallel route adds capacity; relieves SR 25 and SR 156	Increased capacity offset by longer routes; number of access points will influence volume

Characteristics of SR 152 Alignments

Feature/Opportunity	Northern Alignments	Central Alignments	Southern Alignments
Description	Generally north of existing SR 152	Generally between existing 152 and north of Shore Rd	Alignments near and south of Shore Road
Feasibility/ Land Use / Economic			
Finance/Funding Options	Use of existing state routes limits opportunities for private investment	Greenfield routes, limited access increase opportunity for private investment	Proximity to developed areas increases potential for Private Developer investment
Farmlands	Impacts confined to Santa Clara County	Impacts primarily to northern San Benito County	Smaller footprint possible; primarily within San Benito Count; land along SR25 is prime farmland
Soap Lake Floodplain	Minimal impacts to Soap Lake Flood Plain	Potential to avoid most of floodplain	Avoids large portion of floodplain
Planned or Future Development	Inconsistent with Gilroy General Plan – passes through zoned rural areas of county/city	Limited by Soap Lake restrictions for large reaches	Highest density of developer owned land; increased access potential
Other considerations		High Speed Rail could lead to shared corridor	

Questions