

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY (TA)  
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070**

**MINUTES OF MAY 2, 2013**

**MEMBERS PRESENT:** D. Canepa, R. Foust, K. Matsumoto, T. Nagel, N. Patridge,  
C. Groom

**MEMBERS ABSENT:** D. Horsley

**STAFF PRESENT:** J. Averill, L. Bhuller, J. Cassman, M. Choy, E. Goode,  
G. Harrington, C. Harvey, R. Haskin, J. Hurley, M. Martinez,  
N. McKenna, D. Miller, M. Scanlon, M. Simon

Chair Carole Groom called the meeting to order at 5:02 p.m. and led the Pledge of Allegiance.

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

- Chair Barbara Arietta provided a report on the meeting of April 30, 2013. See attached.

**APPROVAL OF MINUTES OF APRIL 4, 2013**

A motion (Matsumoto/Patridge) to approve the minutes of April 4, 2013, was approved (Nagel and Foust abstained).

**ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENDITURES FOR MARCH 2013**

A motion (Nagel/Patridge) to approve the Statement of Revenues and Expenditures for March 2013 was approved.

**PUBLIC COMMENT**

Adina Levin, Friends of Caltrain, said she recommends that evaluation criteria for grade separations include the Complete Streets concept, especially as it concerns safety for all road users, including cyclists and pedestrians.

**REPORT OF THE NOMINATING COMMITTEE FOR CITIZENS ADVISORY COMMITTEE (GROOM, HORSLEY)**

Chair Groom said Director Don Horsley and she recommend John Fox, Jeff Londer, Daina Lujan, Doris Maez, and Jim Whittemore for appointment to the CAC.

Director Terry Nagel said one candidate seemed to have financial ties to the TA and asked Legal Counsel David Miller if there was a conflict of interest. Mr. Miller said legal counsel does not believe there is a conflict of interest under the Political Reform Act or Government Code Section 1090. He said the Board can decide if there is a perception problem, but there is no conflict from a legal perspective.

Director Nagel said the TA might want to consider outlining criteria to specifically state a prohibition on appointing persons to the CAC who might be receiving compensation

for work that could be subject to review by the TA Board. Chair Groom said she and Director Horsley reviewed the applications and interviewed the candidates and they did not find a perception of conflict. She said if the procedures need to be changed it should be agendized for a future meeting.

Director Nagel said she would also like to discuss seeking new persons on the CAC. She said the tenure of current CAC members ranges from two years to 21 years. Chair Groom said it is good to look for a balance of new thinking and experience and that is what she looks for when she is on the selection committee. She said when it comes time to select new appointees that criterion can be added to the list.

A motion (Nagel/Canepa) to approve the nominations was approved.

### **CHAIRPERSON'S REPORT – CAROLE GROOM**

None

### **SAMTRANS LIAISON REPORT – KARYL MATSUMOTO**

Director Karyl Matsumoto said the April report is included in the agenda packet and verbally reported on the May 1, 2013 meeting. She said the Board proclaimed May as Older Americans Month. She said the SamTrans Service Plan (SSP) was approved. She said the Plan does what it is meant to do and she is pleased with the outcome. She commended staff for being able to address all the public comments.

Director Roseanne Foust said she was proud of how the SSP process worked.

### **JOINT POWERS BOARD (JPB) REPORT**

Michael Scanlon, Executive Director, reported:

- Key Caltrain Performance Statistics
  - Monthly Performance Statistics – March 2013 compared to March 2012
    - Total Ridership was 1,310,962, an increase of 11.4 percent.
    - Average Weekday Ridership was 48,719, an increase of 13.5 percent.
    - Total Revenue was \$5,654,766, an increase of 15.3 percent.
    - On-time Performance was 94.4 percent, an increase of 1.8 percent.
    - Caltrain Shuttle Ridership was 8,383, an increase of 9 percent.
  - Year-to-date Performance Statistics – March 2013 compared to March 2012
    - Total Ridership was 11,437,748, an increase of 11.3 percent.
    - Average Weekday Ridership was 47,964, an increase of 12.1 percent.
    - Total Revenue was \$50,338,671, an increase of 16.4 percent.
    - On-time Performance was 91.2 percent, a decrease of 2.3 percent.
    - Caltrain Shuttle Ridership was 8,204, an increase of 15.2 percent.
- There was a diesel spill of about 750 gallons in South San Francisco on April 6. Cleanup is underway, but it appears extensive excavation will not be required.
- The Giants played 12 home games in April, and an average of more than 7,000 additional customers rode Caltrain during that time, an increase of 6 percent over 2012.
- The Sharks played eight home games in April and an average of more than 4,000 riders rode Caltrain during that time, an increase of 41.5 percent over 2012.
- Bay to Breakers is Sunday, May 19. Extra service will be provided.

- The tracks will be elevated to the new grade crossing in San Bruno at the end of May. Following that, the shoofly tracks will be removed and San Bruno, San Mateo, and Angus avenues will be lowered.
- Four bridges in San Mateo will be replaced. The project involves raising the height of each bridge, adding retaining walls and fences, and removing vegetation.
- A marketing firm has been hired to assist in seeking potential sponsors for Wi-Fi on Caltrain.
- The Board:
  - Authorized approval and publication of the proposed Disadvantaged Business Enterprise overall goal of 12 percent for Federal Fiscal Years (FY) 2014 through 2016 for Federal Transit Administration-assisted contracts.
  - Authorized award of contract to Alameda Bicycle to operate the San Francisco Caltrain Bicycle Parking Facility for a not-to-exceed amount of \$245,000 for a three-year term.
  - Authorized implementation of Fuel Hedging Program for FY2014, authorized the execution and delivery of documents necessary to implement Fuel Hedging Program and authorized the taking all action necessary relating to the implementation and execution of the Fuel Hedging Program.
  - Authorized amending and increasing the FY2013 Caltrain Capital Budget in the amount of \$844,000 for a total Capital Budget of \$90,437,085, and executed a service contract amendment to receive programmed Federal Highway Administration Section 130 Railroad/ Highway At-grade Crossing Grant funds for the Redwood City Broadway Crossing Improvement Project.
  - Received presentations on the Annual Passenger Counts and the preliminary FY2014 Operating and Capital Budgets.
  - Authorized staff to proceed with a lease/purchase option for a warehouse facility along the right of way near the Dumbarton spur that Caltrain needs for its operations control center for the new signaling system.

## **REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Scanlon reported:

- Next week the San Mateo County Board of Supervisors will issue a Resolution of Necessity, a declaration of intent to use eminent domain to acquire property, for the Highway 101/Broadway Interchange. This typically leads to settlements with property owners.
- Last November, the TA Board authorized \$8.6 million of Proposition 1B State and Local Partnership Program funds for 12 local transportation programs and the Communications-based Overlay Signal System (CBOSS). The California Transportation Commission will meet next week to approve funding for the remaining eight local transportation programs including the Alpine Road Bicycle Improvement Project and CBOSS. All \$8.6 million will have been allocated at that point.

Director Nagel asked if Caltrain is working on real-time application to learn when the next train is coming or when there are accidents. Chuck Harvey, Deputy CEO, said the

new rail operations control system includes a predictive arrival/departure system component. The system is still in the testing phase but it should be rolled out in the next 60 to 90 days. The information will be relayed to the 511 system and will be available for other developers to write applications. All stations will have signs displaying the information.

## **FINANCE**

### **Authorize Allocation of \$1.5 Million in New Measure A Highway Program Funds for the U.S. Highway 101/Holly Street Interchange Project Approval/Environmental Document Phase to the City of San Carlos**

Joe Hurley, Director, Transportation Authority Program, said last October, the Board took an action to fund 23 highway projects. Some allocations were conditioned on meeting criteria, including this project, which had to receive approval of a Project Study Report by the California Department of Transportation. The approval has been obtained and staff is asking the Board to authorize this allocation.

A motion (Foust/Nagel) to approve the allocation to the U.S. Highway 101/Holly Street Interchange Project was approved.

### **Authorize Acceptance of Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended March 31, 2013**

Bill Osher, CSI Group of SunTrust Bank Investment Advisor, said the portfolio continues to be very safe. Interest rates have settled into a very low range and the portfolio won't suffer when interest rates move up. He said the portfolio has short-term maturities. He said the yield over the last several months for a two-year treasury has ranged from 0.2 to 0.23 percent. He said the economy could be a bit softer in the next couple of quarters as the impacts of the sequester and the expirations of the tax cuts hit. The private sector is doing well, adding jobs, and growing at 3 percent. He said the budget cutting is probably over and there is an opportunity for employment to pick up, and the Federal Reserve (Fed) may start raising interest rates in the next few years to a point where there will be a positive return.

A motion (Foust/Nagel) to approve the Quarterly Investment Report and Fixed Income Market Review Outlook was approved.

### **Reaffirming Investment Policy and Authorizing Investment of Monies with the Local Agency investment Fund (LAIF)**

Gigi Harrington, Deputy CEO, said two small changes have been made: a clarification to some language, and an update to reflect the change to a number of a government code. No other changes are recommended.

Director Matsumoto asked what the current withdrawal limits are for the LAIF and the County Pool. Ms. Harrington said for the County Pool staff needs to send notice ahead of time and can only take out 20 percent at a time. For LAIF, the TA can take up to the \$50 million that is in the account.

A motion (Matsumoto/Foust) to approve the Investment Policy and investment of monies with LAIF was approved.

### **Preliminary Fiscal Year 2014 budget**

Ladi Bhuller, Manager, Budgets, presented:

- FY2014 revenues total \$75.8 million.
- Net increase in revenue is \$2.3 million.
- Total Annual Allocations is \$24.8 million.
- Total Program Expenditures is projected to be \$86.8 million.
- Total FY2014 Expenditures is projected to be \$113 million.
- Net Increase in Expenditures is projected to be \$9.9 million.
- Ending Fund Balance is projected to be \$378.6 million.

Director Matsumoto asked if the \$2 million under Pedestrian and Bicycle Program Expenditures needs to be subtracted since \$2 million was advanced from last year. Eva Goode, Manager, Budgets, said enough has been carried forward to cover that advance and staff is projecting that amount for the future call for projects.

Director Nagel said the staff report states interest income is projected to decrease by \$1.2 million or 29.9 percent due to a decrease in interest rate projections. She said that seems like a huge decrease and asked if that is really expected. Ms. Bhuller said in FY2013 the TA budgeted a rate of return of 1.25 percent versus the FY2014 projected rate of 0.8 percent, and in the County Pool the FY2013 rate was 0.8 percent versus the 0.5 percent projected rate this year.

### **Call for Public Hearing for Proposed Fiscal Year 2014 Budget on June 6, 2013**

A motion (Foust/Canepa) to approve the Call for Public Hearing on June 6, 2013 was approved.

### **Financial Control Overview**

Ms. Harrington reported:

- The San Mateo County Transit District (District), the TA, and the JPB each have separate sets of books, bank accounts, investment accounts, and financial statements.
- The TA has no cash handling needs other than petty cash.
- The District has fraud insurance. There has only been one claim for \$50,000 in the last five years.
- Background checks are conducted to confirm applicants have not falsified information on their applications.
- The budget reporting is conducted on a monthly basis and is provided to the Board.
- The TA Investment Policy was first adopted in 1999 and is adopted every year.
- The Measure A sales tax money comes from a custodian and is reconciled on a monthly basis.

Director Foust asked how long it takes for Measure A sales tax funding to come into the TA. Ms. Harrington said it takes about two months to receive the money.

- The TA does not have credit cards. The District and the JPB each have one credit card in Ms. Harrington's name and they are used only with her authorization.
- Auditors have issued a clean report on the District's financials. A competitive procurement for new auditors is conducted every five years.
- Dual signatures are required on checks over \$1,000 for the TA.
- The only signature stamp is in Mr. Scanlon's name and it is locked up and is only used to produce pay checks.
- Ms. Harrington is the only person to authorize investments at the recommendation of the investment advisor.
- Bank deposits are insured.
- Funds held in the LAIF and County Pool are not collateralized.
- Bank of America is the District's bank.
- The Deputy CEO cannot initiate a wire transfer but is the only person who can release a wire transfer over \$1 million.
- Online banking is web based.
- Bank statements are reconciled monthly.

Director Nagel asked how the cash policy was changed after the ticket vending machine issue occurred with Caltrain. Ms. Harrington said some personnel found how to access cash boxes when they were in for repair. She said the area is subject to continuous surveillance by camera, the gate locks automatically and there is a new procedure in place when boxes are removed from the field.

- Internal audit function is contracted on an as-needed basis.
- External auditors have issued a clean report to the District.
- Random audits are conducted.

Director Nagel asked if the insurance policy with the limit of \$50 million is pooled with other agencies. Ms. Harrington said it is not a pool policy. Director Nagel asked if the legal and investigation costs are covered. Ms. Harrington said the legal costs are not covered.

Director Nagel asked if the TA pays fees for investment transactions and if the investment manager is permitted to mark up the price in addition to receiving a management fee. Ms. Harrington said no.

Director Nagel asked if people who handle money are required to get a credit check. Ms. Harrington said the background check is a straightforward look at criminal and civil history and verifies schooling. The District does not run credit checks but it can if needed. Ms. Harrington said each cashier has a separate bag, the bags get locked up in a safe within a safe, and there are few people who can access the safes.

Director Nagel said it would be nice to consider putting into place written policies to review credentials and references, provide antifraud training, require cross training, require vacations for specific periods of time, and provide a whistleblower tip line. Ms. Harrington said the District does monitor to make sure staff takes vacation, it does cross training, it changes security levels when staff move to different departments, and

finance staff have desk manuals so other employees can take over other positions if need be.

Director Nagel asked if there is a dedicated computer for online banking. Ms. Harrington said it is not a dedicated computer but the banking industry put into place requirements regarding digital certificates and requires the District to be Payment Card Industry compliant. This deals with monitoring, testing, and making sure the network can withstand certain levels of attacks. There have been no successful intrusions, but there are about 20 intrusion attempts a month. All credit card information is encoded and is on a separate server.

## **PROGRAM**

### **Program Report: Transit Ferry Program – South San Francisco**

Melanie Choy, Manager, Planning and Development, presented:

- About \$30 million of New Measure A funds are dedicated to the Ferry Program, defined in the plan as ferry service in South San Francisco and Redwood City. The two cities agreed to split the funding.
- The TA allocated \$15 million for construction of the South San Francisco terminal.
- The Funding Agreement is between the TA, the city of South San Francisco, and the Water Emergency Transportation Authority (WETA).
- The construction project was completed in May 2012 at a total cost of \$51.3 million.
- WETA secured additional Federal and State funds resulting in the return of \$7 million in unspent Measure A funds. Those funds will be returned to the Ferry Program. TA's fiduciary obligation was met with the completion of the ferry terminal.
- The service was initiated on June 4, 2012. It costs \$7 per trip. There are seven daily trips.
- Annual operating budget is \$3.4 million. Regional Measure 2 contributes 92 percent of the budget, fares make up 8 percent.
- Current performance includes 144 average daily riders at a cost of \$77 per rider. The Metropolitan Transportation Commission (MTC), as a major funding partner, requires a 40 percent farebox recovery within three years. The TA requires that service be provided for five years.
- The Local Shuttle Program is 4 percent of annual revenues from Measure A, about \$2.4 million annually.
- South San Francisco shuttles are operated by the Peninsula Traffic Congestion Relief Alliance. There are two ferry shuttles: Oyster Point and Utah Grand. They are timed to connect with ferry arrivals and departures.
- Oyster Point Shuttle has 16 average daily riders, average cost is \$22 per rider. Utah Grand Shuttle has 12 average daily riders, average cost is \$29 per rider.

Director Foust asked how people are getting to the station if they are not taking shuttles. Director Matsumoto said Genentech and Onyx have buses that transport their employees. Kevin Connolly, WETA Planning and Development Manager, said a survey was conducted to collect that information and he will forward it to the Board.

Mr. Connolly presented:

- The service is about a year old and it takes time to reach maturity.
- Surveys to both riders and non-riders were conducted.
- Most respondents stated they do not ride the ferry because the schedule is not flexible enough and the ferry does not operate frequently.
- About 40 percent of respondents selected 5:00 p.m. to 5:30 p.m. as the optimal time to add another trip to the schedule.
- WETA is adding more service to add functionality for potential riders. WETA will explore adding supplemental service mid-day. These will cost about \$228,000.
- Ridership trend is increasing and April's ridership was 181 average daily riders.
- The ferry is at 44 percent of its projected 2035 ridership.
- Marketing, campaigning, and service promotions are being carried out.

Director David Canepa asked what the projected ridership numbers are. Mr. Connolly said WETA was expecting about 200 riders a day, but as of April the number is 181.

Director Canepa asked if this performance is consistent with that of other locations. Mr. Connolly said Harbor Bay is a similar ferry and it took eight years to see significant growth.

Director Foust said it is better for everyone if there is a way to make these services successful early in their existence and there must be a way to market the service. She said she does not recommend WETA take the approach that it just takes time. She said people don't have patience for their tax dollars to take eight years to work.

Director Matsumoto said there are biotech and life science companies in South San Francisco and 90 percent of them do not know about the ferry. She said Genentech had originally promised to put in \$3 million in support of the ferry service. She said the heaviest ridership is on the early ferry in the morning and the last ferry at night. She asked if those riders were surveyed to find out when they would ride if another ferry was scheduled. Mr. Connolly said that was the purpose of the survey and the survey results were how they chose when to add another ferry.

Director Matsumoto asked how WETA proposes to market to the life science and other companies. Ernest Sanchez, San Francisco Bay Area Ferry Manager, Communications and Marketing, said WETA is working with the South San Francisco Chamber of Commerce. They are also working with BayBio, which has provided an e-mail list of 600 contacts within 100 biotech companies. They are also working with Genentech and other companies. He said the outreach effort is quite strong and very well targeted.

Director Nagel said the fare is \$7 per trip and the average cost is \$77 per rider. She asked at what point the project would be reconsidered and what authority exists to pull the plug. Ms. Choy said the TA fiduciary obligation was to provide funds for construction of the terminal and fund the shuttle service. The TA is not funding ferry operations. Mr. Miller said to delete a project requires a major amendment of the Expenditure Plan. Director Nagel said she would like to know what fail-safes exist if the ferry does not meet its projections so the service does not need to continuously be subsidized.

Chair Groom asked how many Genentech employees ride. Mr. Connolly said about one-third of the current riders. He said with only two evening trips the service wasn't attractive enough to get more Genentech riders. He said Genentech provides free bus service to its employees and it is difficult to compete with. He said the other ferries come in at 50 to 70 percent farebox recovery.

Director Nagel asked if expanding the parking area in South San Francisco would help attract riders. Director Matsumoto said parking is not a problem. Mr. Connolly said there are 62 parking spaces. Mr. Sanchez said the Harbor District has allowed overflow parking in their lots.

Director Nagel said if the ferry worked on the weekends and served commuters within San Mateo County it would be a great improvement. Mr. Sanchez said there is a new Wednesday and Friday mid-day seasonal service to see if there is any interest in a full-time mid-day service.

Director Canepa said \$7 per trip is reasonable and asked how the ferry could compete with BART. He suggested WETA negotiate with Genentech around their bus schedule to see if they could try to make this ferry service work. Mr. Connolly said he feels Genentech does have a desire to make this service work but it will take some effort.

Director Naomi Patridge said trying to work with Genentech might be a lost cause because they have so many perquisites and programs. She said WETA should work with the other biotech companies that would benefit from the service.

Director Foust said for the Wednesday/Friday service she hopes WETA will outreach to the San Mateo County Convention and Visitors Bureau because advertisements should be at each hotel's front desk. Mr. Sanchez said WETA is getting out as much information as possible and working with many partners to ask for help and hold events.

#### Public Comment

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said former State Senator Don Perata and about 15 biotech Chief Executive Officers talked about water transit service for employees from East Bay to come to West Bay. He said they committed to buy tickets to make this successful. He said this is the first time he has seen how this ferry is performing, and that is the issue. He said they need to be reminded of what they agreed to do. He said the executives need to be invited to an event to talk about this. He said he sits on the Congestion Management and Environmental Quality Committee at City/County Association of Governments and they look at shuttles after six months, and if they are not performing they are cut.

Director Groom said the TA does not have any money in the operations of this ferry. These are suggestions to help make the ferry successful.

Mr. Scanlon said Genentech is run from the bottom up so if WETA wants success with Genentech they have to get employee buy-in first. He said if ridership was doubled, farebox recovery would only be 16 percent. Mr. Connolly said labor costs, inefficiencies

of a 40-minute transit versus a 30-minute transit and the operating costs make the difference.

### **Update on State and Federal Legislative Program**

Mark Simon, Executive Officer, Public Affairs, reported:

#### State Issues

Senate Bill 557 locks in the \$600 million for the Caltrain Modernization (CalMod) Program. It has cleared the Senate Transportation Committee and heads to appropriations.

Assembly Bill (AB) 797, the Construction Manager General Contractor Program, streamlines designing and constructing through one source and would benefit the CalMod Program. It passed the Assembly Transportation Committee and is in the Assembly Appropriations Committee.

AB 574 would authorize the appropriations of Cap and Trade Revenues toward transportation investments. This is the first opportunity to get State funding for operations of transit and transportation since the Reagan Administration. The funds would be awarded through a competitive process. It will be heard by Assembly Appropriations next week.

He said all the packages regarding the two-thirds threshold for voter approval of tax measures have been put off until 2014. These will be put on a ballot.

#### Federal Issues

Anthony Foxx, Mayor, Charlotte, North Carolina, has been nominated for the United States Secretary of Transportation. Mayor Foxx has been an assertive and creative advocate for transportation.

The House Transit Infrastructure Subcommittee will have a hearing on high-speed rail in the Central Valley in May.

### **REQUESTS FROM THE AUTHORITY**

Director Nagel asked for a report on the ferry performance every six months.

### **WRITTEN COMMUNICATIONS TO THE AUTHORITY**

No discussion

### **REPORT OF LEGAL COUNSEL**

None

### **DATE AND PLACE OF NEXT MEETING**

June 6, 2013 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> floor, 1250 San Carlos Avenue, San Carlos CA 94070

Meeting adjourned at 7:17 p.m.

Barbara Arietta  
CAC CHAIR'S REPORT TO TA 5/2/2013

Good evening Madam Chair and Members of the Board. Here is what I have to report from our Tuesday evening meeting:

(TA Item 4a) – Upon reviewing the minutes of April 4, 2013, only one comment was made .... There was a suggestion presented, in the form of a question, about the newly formed New Measure A Grade Separation CFP sub-committee. The question was asked if, perhaps, a member from the CAC might be appointed as a liaison to that subcommittee.

(TA Item 4b) – The CAC voted to support the acceptance of Revenues and Expenditures for the period ending March 31, 2013.

(TA Item 8) – The CAC accepted the Sam Trans Liaison Report of April 3, 2013, without questions or comments.

(TA Item 11 a) – Following a briefing by Joe Hurley, TA Program Director, the CAC voted to support the allocation of \$1.5 million in New Measure A Highway Program Funds for the U.S. Highway 101/Holly Street Interchange Project Approval/Environmental Document Phase to the City of San Carlos.

(TA Item 11 b) – The CAC received a detailed Market Review and Financial Investment Outlook from our TA Investment Advisor, Bill Osher. Following an in-depth Q and A session with Mr. Osher, the CAC voted to support the Board's acceptance of the Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended March 31, 2013.

(TA Item 11 c) – The CAC voted to support the Re-Authorization of the Investment Policy and the Investment of Monies with the Local Agency Investment Fund without questions or comments.

(TA Item 11 d) – Ladi Bhuller, Manager, Budgets, reported on the Preliminary Budget for Fiscal Year (FY) 2014 to the CAC for informational purposes only. It is our understanding that this item will be brought back to the Board at its June 6, 2013 meeting with a recommendation for Board adoption of the Fiscal Year (FY) 2014 budget at that time.

(TA Item 11 f) – Gigi Harrington, Deputy CEO, delivered a highly informative Financial Control Overview of the San Mateo County Transit District to the CAC concerning the Agency’s financial controls currently in place covering the areas of accounts payable, human resources, risk management, budgets and treasury. The CAC now has a much better understanding of the procedures.

(TA Item 12 a) – As part of an ongoing series of program reports on each of the Transportation Authority’s six program areas we received an informative update this month by Melanie Choy, Manager, Programming and Monitoring, on the Ferry Program in South San Francisco. The CAC was so interested in this program that a request was made to Joe Hurley by our members to set up a future date for an in-depth presentation to be given to the CAC by a representative from WETA.

(TA Item 12 b) – Although Seamus Murphy was unable to deliver a State and Federal Legislative Program update to us on Tuesday evening, we were advised that if we had any questions or comments about the written update that we had received with our packet, we could direct our questions and comments through Josh Averill for Seamus’ reply to us.

In my own report to the CAC:

#### THE RETIREMENT OF GEORGE ZIMMERMAN:

- With great disappointment, but also with complete understanding, I announced that George Zimmerman, one of our long term bastions of knowledge and “Elder Statesmen”, on the CAC had chosen to retire from our TA CAC team... after serving 18 years on same. Before presenting George with a formal Certificate of Appreciation from the TA CAC, I read what George had written in his resignation letter to the CAC, citing all the wonderful things that he had to say about the TA, the CAC and especially, our liaison, TA Program Director Joe Hurley.

Following the presentation of the Certificate of Appreciation to George, each and every one of us extended many, many compliments to him on the work that he did and the knowledge that he contributed to the CAC throughout his many years as a member. I, personally, have known George for 22 years and will miss him greatly, but wish him well in his future endeavors.

- On other topics I had the following to report to the CAC:
  1. Friends of Caltrain will host two events on the future of Caltrain and HSR in San Francisco and on the Peninsula during May. The first will be held in San Francisco on May 23<sup>rd</sup> from 12-1:30pm at SPUR Headquarters in San Francisco and the

second, which is a Peninsula event, will be held on May 29<sup>th</sup> from 7:15 p.m. - 9 pm at the Arrilaga Family Recreation Center Oak Room in Menlo Park.

In Joe's report to the CAC he dedicated his entire report time to complimenting George Zimmerman on the work that he had done for our CAC and wished him well on his future plans.

Respectfully submitted,

Barbara Arietta, Chair, TA/CAC

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