

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

**MINUTES OF NOVEMBER 6, 2014**

**MEMBERS PRESENT:** D. Canepa, C. Groom, D. Horsley, K. Matsumoto (Chair), T. Nagel, N. Patridge

**MEMBERS ABSENT:** R. Foust

**STAFF PRESENT:** J. Averill, J. Cassman, A. Chan, R. Haskin, G. Harrington, C. Harvey, S. van Hoften, J. Hurley, M. Lee, M. Martinez, N. McKenna, S. Murphy, M. Scanlon, M. Simon

Chair Karyl Matsumoto called the meeting to order at 5:04 p.m. and led the Pledge of Allegiance.

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

Jim Bigelow, CAC member, said the Highway Program presentation is outstanding. He said the CAC supported all of the action items that will be presented to the Board. (See attached Chairperson's report on the meeting of November 4, 2014.)

Mr. Bigelow presented Michael Scanlon, Executive Director, with a gift from the CAC.

**APPROVAL OF CONSENT CALENDAR**

- a. Approval of Minutes of October 2, 2014
- b. Approval of 2015 Board of Directors Meeting Calendar
- c. Acceptance of Statement of Revenues and Expenditures for September 2014
- d. Adoption of Revised Conflict of Interest Code

Motion/Second: Canepa/Nagel

Ayes: Canepa, Groom, Horsley, Matsumoto, Nagel, Patridge

Absent: Foust

**PUBLIC COMMENT**

Therese Dyer, Pacifica, asked to get an update on the highway widening project in Pacifica so she could inform her former constituents. Mr. Scanlon said the project sponsor is the city of Pacifica and the TA is the funding agency, but staff can give her some information.

**CHAIRPERSON'S REPORT – KARYL MATSUMOTO**

**Resolution of Appreciation to Outgoing Director Naomi Patridge**

Chair Matsumoto said Director Patridge will be stepping down from office in November. She has been an institutional mainstay at the TA, sitting on the Board for three terms, the first from 1996 to 1997 and the second from 1999 to 2001, before her latest stint from January 2012 to November 2014. She has earned the admiration and respect of her colleagues on the Board and the employees at the TA.

Motion/Second: Matsumoto/Horsley

Ayes: Canepa, Groom, Horsley, Matsumoto, Nagel, Patridge

Absent: Foust

Director Patridge said it is difficult to say goodbye because she enjoys this group, which worked well together and accomplished so much. She thanked the directors, Mr. Scanlon, staff, and Joe Hurley, Director, TA Program.

### **SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT – KARYL MATSUMOTO**

The report is in the Reading File.

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

Mr. Scanlon reported:

- Key Caltrain Performance Statistics September 2014 compared to September 2013.
  - Monthly Performance Statistics:
    - Total Ridership was 1,597,986, an increase of 14.5 percent.
    - Average Weekday Ridership (AWR) was 61,224, an increase of 12.7 percent.
    - Total Revenue was \$7,094,114, an increase of 12.9 percent.
    - On-time Performance (OTP) was 90.7 percent, a decrease of 0.2 percent.
    - Caltrain Shuttle Ridership was 8,757, an increase of 21 percent. This percentage increase is artificially high due to the previous problems with the counts on the Marguerite shuttle.
  - Year-to-Date Performance Statistics:
    - Total Ridership was 4,821,456, an increase of 10.7 percent.
    - AWR was 60,231, an increase of 10.8 percent.
    - Total Revenue was \$21,545,418, an increase of 10.8 percent.
    - OTP was 92.2 percent, an increase of 1.5 percent.
    - Caltrain Shuttle Ridership was 9,136, an increase of 30.6 percent. This percentage is also artificially high.
- For the eight post-season Giants games, average ridership was up 94,000, 27 percent more than 2012. Average per game was about 12,000. The victory parade had large crowds, but less than 2012. It was raining and there was a lot of transferring, which was not counted. There were about 18,400 extra rides.
- A Sunday service will run Thanksgiving Day. A Saturday service will run the Friday after Thanksgiving.
- Thanks to the generosity of the Silicon Valley Community Foundation, the Holiday Train is returning the weekend of December 6 and 7.
- The Baby Bullet 10-year Anniversary celebration was October 27 at the San Francisco Station. The launch of the Caltrain Commuter Coalition was announced at the event. Caltrain staff will be working with the Bay Area Council, Silicon Valley Leadership Group, the San Mateo County Economic Development Association, and many employers who will help advocate for enlightened policy, increased investment, and the need and wisdom of investing in transportation infrastructure.

- The Board:
  - Appointed two members to the CAC, one representing San Francisco and one representing San Mateo County.
  - Approved an amendment to the contract with Pinnacle Petroleum, Inc. for the provision of California Air Resources Board ultra-low sulfur diesel fuel and fueling services to extend the term and increase the estimated contract amount.
  - Authorized the reaffirmation of the Annual Investment Policy and the investment of monies with the Local Agency Investment Fund.

Marian Lee, Executive Officer, Caltrain Modernization (CalMod) Program, presented:

- The total cost for CalMod was approximately \$1.5 billion and included the advanced signal system project called Communications-based Overlay Signal System (CBOSS)/Positive Train Control (PTC), electrification infrastructure and the purchase of new Electric Multiple Units (EMUs) to replace about 75 percent of the existing diesel fleet. The electrification costs have increased since the original estimate in 2008. Costs are now estimated to increase \$250 million to \$300 million. Most of this is due to inflation, and some is due to increased industry costs. The next big challenge is to find additional funding.
- Staff has been preparing the Peninsula Corridor Electrification Project Request for Proposals (RFP).
- Staff is nearly done with the environmental document and will ask for the JPB's certification in January. Soon after that, the RFP will be released for the design-builders and the vehicle makers.
- Stakeholders have asked staff to look at a different type of vehicle than what was initially recommended. The cars that the JPB wants to purchase are bi-level EMUs, which help with capacity and have high performance. The floor height is 25 inches. These cars would help Caltrain increase station stops and reduce travel time. These cars are the most common type, which should result in good competition from the manufacturers. California High-speed Rail Authority (CHSRA) intends to buy single-level cars, which have a 50-inch floor height. Stakeholders want CHSRA and Caltrain to have the same floor height so at future intermodal stations, Caltrain and CHSRA can have shared platforms with level boarding. If Caltrain and CHSRA did not have the same floor heights, they would need separate, dedicated platforms to achieve level boarding. The tradeoffs impact all three counties in the corridor. There is potential for compromising car capacity and performance, which means not as many riders, not as many stops, and not maximizing travel-time reductions. There are also cost implications and varying levels of impacts to existing tenants. Staff has been meeting with CHSRA and they are making technical progress focusing on the alternative vehicle options and the tradeoffs. Staff will bring the analysis and findings back to the relevant agencies in all three counties. San Francisco may be intending to take resolutions on this topic to the relevant boards in November and December, but staff has been urging all agencies to postpone policy action until after the due diligence is complete so the policymakers have comprehensive information before addressing the issue.

Director David Canepa asked why San Francisco wants to move forward without waiting to get the technical information. Ms. Lee said it may have to do with the new downtown San Francisco station that is being built. It is in a confined space and has three platforms and six tracks. They want to maximize the flexibility and capacity of that station to serve both Caltrain and CHSRA.

Director Patridge said the TA should send a letter stating the TA would like San Francisco to wait until the partners can review the findings because it will affect San Mateo County more than San Francisco. She said all the parties need to work compatibly.

Chair Matsumoto said San Francisco is trying to split the JPB away from the San Mateo County Transit District. She said they are trying to direct what the three agencies are doing. They want to move the maintenance yard into Brisbane. She said it is too premature for policymakers to chime in now, because they need to know what the tradeoffs are and all agencies involved need to work in concert.

Director Terry Nagel said she would endorse the idea of sending a letter to San Francisco. She asked how this issue would affect capacity and performance. Ms. Lee said single-level cars have less capacity, and "electric locos" are a different type of vehicle than EMUs and they don't have the stop and start speeds that EMUs have, so they can't stop at as many stations.

Director Nagel asked if the new coalition could be helpful in this situation. Mr. Scanlon said yes. He said this item is not agendized so the Board can't take a policy action now, but staff is hearing the Board say it wants to express the sentiment. He said staff is working with CHSRA. He said good policy comes from fact-based information. Before policy can be set, the implications must be identified. The Transbay Terminal as designed is undersized. A fatal flaw analysis is being conducted.

Director Carole Groom said she is bothered by the possibility of having to expend taxpayer dollars and re-spend them later.

Mr. Scanlon said staff will find a way to follow up on the sentiment of the Board, perhaps in the form of a letter or possibly something less formal.

## **REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Scanlon reported:

- Thanked Director Patridge for her service to the county.
- There were four recent public meetings for the TA Strategic Plan. The intent is to present the draft update and solicit input. Staff is continuing to accept comments through November 10, then will summarize and incorporate the comments into the plan and seek Board approval at the December meeting.
- On November 20, the city of Redwood City, the California State Department of Transportation (Caltrans) and the TA will host a scoping meeting as part of the environmental phase for the Highway 101/Woodside Interchange. This is a forum for public input. The project is to relieve existing congestion and improve safety. The TA allocated \$3.4 million for the environmental phase, which should be completed in early 2016.

## **FINANCE**

### **Authorize Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended September 30, 2014**

Bill Osher, CSI Group of Sun Trust, said the portfolio did fine in the quarter. The portfolio is now 50/50 U.S. Treasuries and U.S. Agency Government Securities. All are believed to be guaranteed by the government. He said the markets have become increasingly influenced by global events. The recent volatility in interest rates and the stock market have been driven by events in other countries. Markets have become dismissive of what the Federal Reserve (Fed) is saying about raising short-term interest rates. The Fed posts where they think interest rates will be at the end of the next several years. Interest rates are much lower in the market today than what the Fed says they are going to be. He said he is keeping the portfolio safe.

Motion/Second: Patridge/Nagel

Ayes: Canepa, Groom, Horsley, Matsumoto, Nagel, Patridge

Absent: Foust

## **PROGRAM**

### **Program Report: Highway Program**

Mr. Hurley reported:

- The goals of the program are to:
  - Reduce commute corridor congestion
  - Make regional connections
  - Enhance safety
  - Meet local mobility needs
- Program overview
  - In the Original Measure A, the highway program was 29.3 percent of the revenues generated by the measure
  - In the New Measure A, highways are 27.5 percent: 17.3 percent for Key Congested Corridor Projects and 10.2 percent for Supplemental Roadway Projects
  - The total amount available over the life of the program is estimated to be \$412.5 million
- San Mateo County travel patterns and forecasts:
  - There are 698,105 registered vehicles
  - Vehicle miles traveled in 2010 was 6.5 billion; in 2040 it is projected to be 10 billion, 66 percent on the State Highway System (SHS)
  - There are 950 lane miles on the SHS in San Mateo County
  - Currently, 82.5 percent of the travel mode is in automobiles; in 2040 it is projected to be 79.2 percent.
- Project development costs range between \$6.9 million and \$173.6 million; development of a project takes between 96 to 138 months, and consists of the following phases:
  - Preliminary planning
  - Project initiation
  - Environmental
  - Design and right of way

- Construction
- There are 24 projects in the pipeline, mostly consisting of interchange projects
- The biggest phase is construction
- Maps of where the projects are located were shown
- Stakeholders include:
  - Public
  - Local jurisdictions
  - Regulatory agencies
  - Funding agencies
- TA Highway Program partner agencies include, but are not limited to:
  - Federal: U.S. Fish and Wildlife Service, Army Corps of Engineers
  - State: Caltrans, California Highway Patrol, California Transportation Commission
  - Regional: City/County Association of Governments
- Examples of leveraged funding include:
  - The Highway 101/Broadway Interchange Project: four sources
  - The Route 1 San Pedro Creek Bridge Project: five sources
  - The Highway 101 Auxiliary Lane Project: three sources
- Investment in the Highway Program yields returns. For example, the Highway 101 Auxiliary Lanes project resulted in:
  - A reduction by 7,100 hours of travel time per day
  - A yearly increase in productivity of \$40 million
  - Savings of 5,600 gallons a day in fuel
  - A 12 percent reduction in greenhouse gas emissions
  - A 20 percent reduction in accidents

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

Seamus Murphy, Director, Government and Community Affairs, said the Federal situation for transportation measures is dire because the Senate changed hands. Over the last several years there were some scary transportation funding proposals, but the Senate was always a good backstop to keep those proposals from being sent to the White House. Now the backstop is not there. There hasn't been a lot of opportunity to expand funding for Federal programs. The Surface Transportation Program is authorized through May of 2015. One opportunity to help find Federal funding is through earmarks if they come back.

### **REQUESTS FROM THE AUTHORITY**

None

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

Chair Matsumoto said she encourages the Board to read the recruiting document for the Executive Director. The document is in the Reading File.

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

December 4, 2014 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

**REPORT OF LEGAL COUNSEL**

Joan Cassman, Legal Counsel, said the Board will meet in closed session on a matter of existing litigation regarding a condemnation action with one of the last remaining properties needed for the Highway 101/Burlingame Interchange Project. She said she does not expect any reportable action items; this is to seek Board authorization.

Meeting adjourned to closed session at 6:19 p.m.

Reconvened at 6:38 p.m.

Conference with Legal Counsel – Existing Litigation (Government Code §54956.9(a)):  
San Mateo County v. Robert Wadell and Angela Bramble (San Mateo Superior Court  
Case No. 522021)

Ms. Cassman said the Board has given instructions to the litigators and staff, and a report will be provided at a future meeting as to how this case is going.

The meeting was adjourned at 6:39 p.m. in memory of Al Teglia, an icon in the county and in transportation, former SamTrans Board member and Daly City councilmember and mayor.

# TA CAC Chair's Report

## November 6, 2014

I have the following to report from the November 4th meeting of the CAC:

(TA Item 4a) The CAC reviewed the TA Board's Minutes of October 2, 2014, without questions or comments.

(TA Item 4b) The CAC supported the Board's Approval of the 2015 Board of Directors Meeting Calendar.

(TA Item 4c) The CAC supported the Board's Acceptance of the Statement of Revenues and Expenditures for September 2014.

(TA Item 4d) The CAC supported the Board's Adoption of the Revised Conflict of Interest Code.

(TA Item 10a) After an in-depth financial presentation by Bill Osher, TA Investment Advisor, the CAC unanimously voted to support the Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended September 30, 2014.

(TA Item 11a) As part of a series of ongoing program reports presented to the Board on each of the Transportation Authority's program areas, we received a comprehensive report this month from Joe Hurley, Director, TA Program, covering the Measure A Highway Program, detailing its goals, travel patterns, project development phases, as well as its stakeholders, leveraging funding needs and program performances.

(TA Item 11b) In the absence of an in-person presentation from our Government Affairs Office representatives, Joe Hurley delivered a brief update that had been prepared by our Government Affairs personnel on the Affordable Housing Sustainable Communities Cap and Trade Program. Staff submitted comments to the Strategic Growth Council on the program guidelines and will review the revised guidelines scheduled to be released on December 1<sup>st</sup>.

In my own Chair's Report to the CAC, I advised the following:

1. Meters at 18 on-ramps in San Mateo County were activated on northbound U.S. 101 between State Route 92 in San Mateo and the San Mateo/San Francisco County line beginning Tuesday, November 4, 2014. The roll-out is scheduled to be done in 3 separate

stages and to be completely operational for both the morning and evening commute times by Wednesday, November 18th.

2. Paving repairs on State Route 92 to repave the roadway from Pilarcitos Creek to the Junction of State Route 92 and State Route 35 have temporarily been postponed due to Pumpkin Festival Events and the ensuing heavy traffic patterns caused by such and will be due to be started up again shortly

3. On Friday, October 24, 2014, the Dumbarton Rail Policy Advisory Committee, composed of elected officials in the communities that would be served by the project, including Menlo Park, East Palo Alto, Redwood City, Fremont, Union City and Newark, resolved to continue on the project, despite the fact that the MTC has recently repurposed the project's funding, largely for the Silicon Valley BART project. However, there is still a \$5 Million bridge toll fund stream paying to run AC Transit buses over the Dumbarton Bridge.

I advised the CAC that it was reported that at the MTC meeting, when the funds were being re-allocated, MTC board member and San Mateo County Supervisor Adrienne Tissier reassured concerned project supporters that after the Caltrain electrification EIR was completed this coming winter, that there would be renewed efforts to restart the project. Instead, the MTC decided to remove its representation from the committee.

Despite that action by the MTC, the Policy Committee members resolved to keep working on the project. Facebook, whose headquarters are at the base of the Dumbarton Bridge, has expressed strong continuing interest in the project, as well as other major employers who have expressed interest in keeping the project alive. The challenge is to find enough resources for staff to look for alternative sources of funds.

It was also reported that San Mateo County Transit District representative, April, Chan, advised that because her primary responsibilities lie with Caltrain and Sam Trans, it would be a conflict of interest to look for funds for a different transit project. Policy Committee members then discussed the possibility of creating a Joint Powers Authority to raise money to bootstrap the process of seeking implementation funding. However, with this week's November 4th passage of Alameda's Measure BB, Committee Chair, Carol Dutra-Vernaci, Mayor of Union City now believes that there will be, at least, enough money from that new potential source for staff to get started.

4. I advised the CAC that the City of San Mateo will host an Open House to review a Sustainable Streets Plan on Thursday, November 6 from 7-8:30 pm and a study session to review the plan on November 10 starting at 7:30 pm. Both meetings are at City Hall Council, 330 W. 20th Avenue in San Mateo.

5. I also announced that there will be a free Transportation Event put on by Sustainable San Mateo County on Wednesday, November 12th from 11:30 am-1:30 pm at the San Mateo Library.

The featured presentations include: The Future of Mass Transit, Shared Mobility and the Future of Personal Mobility. There will also be a networking lunch, a transportation expo and a chance to win prizes for attendees who take an alternative mode of transportation to the event.

RSVPs are required and, if interested, attendees should contact Sustainable San Mateo County to register for the event.

In Joe's report to the CAC, he went into greater detail concerning the roll out of the U.S. 101 metering lights expansion that I had briefly reported on to the CAC. Joe also updated the CAC on the San Pedro Creek Project and the ensuing traffic issues and that adjustments to the traffic signaling were now being put into place to help alleviate the traffic back-ups as best as possible.

Respectfully submitted,

Barbara Arietta

Chair, San Mateo County Transportation Authority, CAC