

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

MINUTES OF APRIL 3, 2014

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

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

Chair Karyl Matsumoto called the meeting to order at 5:01 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

CAC Chair Barbara Arietta reported on the meeting of April 1, 2014 (see attached).

CONSENT CALENDAR

- a. Approval of Minutes of March 6, 2014
- b. Acceptance of Statement of Revenues and Expenditures for February 2014

A motion (Foust/Nagel) to approve the Consent Calendar was approved unanimously.

PUBLIC COMMENT

None

CHAIRPERSON'S REPORT – KARYL MATSUMOTO

Chair Matsumoto said the CAC is accepting applications to fill six seats. Applications are due April 4. She appointed Directors David Canepa and Naomi Patridge to the nominating subcommittee and interview panel.

SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT) LIAISON REPORT – KARYL MATSUMOTO

Director Patridge said she received a complaint that buses stop so far up at Kelly Avenue and Main Street in Half Moon Bay that drivers don't realize a stop sign is on that corner and can't see people in the crosswalk. Chuck Harvey, Deputy CEO, said he'll look into it and work with the city to relocate the stop.

JOINT POWERS BOARD (JPB) REPORT

Michael Scanlon, Executive Director, reported:

- Key Caltrain Performance Statistics – February 2014 compared to February 2013
 - Monthly Performance Statistics
 - Total Ridership was 1,247,353, an increase of 6.9 percent.
 - Average Weekday Ridership (AWR) was 51,257, an increase of 6.7 percent.
 - Total Revenue was \$5,664,041, an increase of 7.7 percent.
 - On-time Performance (OTP) was 95.5 percent, an increase of 2.1 percent.

- Caltrain Shuttle Ridership was 9,217, an increase of 18 percent. This is due to the miscounting on the Marguerite Shuttle that took place for an extended period.
- Year-to-date Performance Statistics
 - Total Ridership was 11,024,792, an increase of 8.9 percent.
 - AWR was 52,019, an increase of 8.7 percent.
 - Total Revenue was \$48,353,022, an increase of 8.2 percent.
 - OTP was 92.7 percent, an increase of 2.1 percent.
 - Caltrain Shuttle Ridership was 7,898, a decrease of 3.9 percent, which continues to reflect miscounts from the Marguerite Shuttle.
- The new San Bruno Station opened on April 1.
- Staff participated in a Reddit Ask Me Anything virtual town hall meeting on rail safety and fielded more than 100 comments.
- A virtual scavenger hunt will take place during Earth Week where customers will be able to participate and win prizes.
- Staff is working with Santa Clara Valley Transportation Authority on plans for the opening of Levi's Stadium and providing service for the 2015 Super Bowl.
- The SAP Center has agreed to make 1,700 parking spaces available during the day for San Jose Diridon Caltrain riders at \$5 per day.
- Customer appreciation day is on April 23. Staff will be at San Francisco and Diridon stations to thank customers.
- The installation of the Communications-based Overlay Signal System has received few complaints.
- Staff is hosting an Industry Day April 10. Firms that want to bid on the electrification project will be invited to have a dialogue about their concerns and programs.
- The Board:
 - Approved a Resolution of Appreciation to retired Director Art Lloyd.
 - Appointed Greg Scharff to the CAC representing Santa Clara County.
 - Received a presentation on the Quint Street Bridge and gave authorization to conduct emergency repairs.
 - Received an update on the Caltrain Modernization (CalMod) Program.
 - Authorized the disposition of 11 service support vehicles.
 - Authorized the award of contract to Beci Electric, Inc. in the total amount of \$479,000 to upgrade the public address system and visual messaging signs at four stations.
 - Authorized an amendment to the contract with Ojo Technology, Inc. for security system maintenance and repair services by extending the contract on a month-to-month basis for up to 12 months and increasing the estimated total contract amount by \$125,520.
 - Received an update on the proposed goals and objectives of the Caltrain Strategic Plan.
 - Authorized the award of contract to Gannett Fleming Transit & Rail Systems for electrification support services for the CalMod Program for a not-to-exceed amount of \$38,575,000 for a six-year term.
 - Accepted the Statement of Revenues and Expenses for February 2014. Revenues are more than budgeted and expenses are less than budgeted.

- Received an assessment of the Fiscal Year (FY) 2014 Fuel Hedging Program.
- Adopted the revised Fuel Hedging Policy and awarded a contract to Orrick, Herrington & Sutcliffe LLP to serve as special counsel for the FY2015 Fuel Hedging Program for a not-to-exceed fee of \$150,000.
- Called for a Public Hearing on June 5, 2014 for proposed codified tariff changes.
- Met in closed session and received a report on an item that is in litigation for which mediation has been authorized.

Caltrain Annual Counts Update

Mr. Harvey reported:

- Purpose of Ridership Counts:
 - As a measurement relative to previous years
 - Data for evaluating service changes (identify trends: station, time, train direction)
 - Allocate resources to address capacity issues
 - Validate revenue-based ridership estimate
- Every single person on every single train is counted for five straight weekdays and one weekend. Those numbers are averaged to come up with average daily ridership.
- Bikes denied boarding were counted.
- AWR is 52,611, an increase of 11.8 percent over 2013.
- The peak ridership comprises 49 percent of total weekday ridership.
- San Francisco had the highest growth of jobs in the Bay Area and there were 1,374 more riders at the San Francisco Station.
- The 10 stations with the most riders have not changed, but Sunnyvale and Hillsdale switched rankings. San Francisco has over 12,000 riders per day. The top 10 stations comprise 78 percent of all ridership in the system.
- All counties saw a significant increase in ridership.
- The Gilroy extension ridership increased 9.7 percent since last year.
- Baby Bullet train ridership is up 8.7 percent; limited train ridership is up 15 percent; local train ridership is up 8.1 percent.
- Many trains are over their maximum loads resulting in standing-room only. The high season is approximately 16 to 17 percent higher.
- Since the last service changes in October 2012, Caltrain has:
 - Restored four shoulder peak trains, resulting in an increase of 22 percent over last year
 - Added fifth train per hour in afternoon peaks, resulting in an increase of 33 percent over last year
 - Added six stops at Sunnyvale to traditional commute limited-stop trains, resulting in an increase of 16 percent over last year
 - Added six stops at Palo Alto to reverse commute Baby Bullet trains, resulting in an increase of 10 percent over last year
- Overall, average trip length is 22.6 miles; Baby Bullet trains average trip length is 28 miles.
- Average weekday bike ridership is at 5,874, a 19.6 percent increase.

- The 2014 top five bike boarding stations remain the same as 2013, but San Jose and Redwood City switched rankings.
- Bikes Denied Boardings:
 - Overall, 50 bikes were denied boarding, but 29,370 bikes were carried on the trains, which is 99.83 percent accommodated.
 - Denials were on trains 324, 366, 215, 323, 225, 375, and 277.

Director Rosanne Foust asked if a bicyclist would get on the next train if he or she is denied boarding. Mr. Harvey said most of the time yes, but sometimes the next train does not stop where the customer is going and the rider has to shift his or her trip. Staff looks at the data to find where tweaks need to be made in the schedule.

Chair Matsumoto asked if the Bike Share Program is helping. Director Foust said it has lower numbers than anticipated. She said most riders would need their bikes at both ends of the train trip, which makes it challenging. Mr. Harvey said there are bike lockers customers can use and there is a manned bike station in San Francisco, which gives riders the opportunity to ride to a station, put their bikes in the station lockers, then take the train to their stop and rent a bike from the Bike Share Program. He said the Bike Share pods are relatively new.

Director Carole Groom said the worry is finding financial sponsorships because the rental fee does not cover the cost of the program, so Bike Share is looking for major corporate sponsors.

Mr. Harvey continued:

- Weekend service carries approximately 25,000 riders. This makes it impossible for Caltrain to shut down for construction on weekends.
- Weekend Baby Bullet service increased on one train and decreased on the other. They provide relief during special events.
- Next steps:
 - Investigate opportunities in the shoulder peak to increase service.
 - Budgets must support the required resources to meet demand.
 - Increasing capacity is essential to continue ridership and revenue growth. Staff is investigating a potential rail car purchase.
 - Future service planning requires the use of ridership data to develop potential service scenarios to improve capacity pre and post electrification.

Chair Matsumoto asked how bike capacity will be affected if more cars are added. Mr. Harvey said for every bike onboard one seat is removed, and it takes two seats to carry a bike rider: one for the bike and one for the person. He said staff has not decided what to do when they add a sixth car, and said it is very difficult to run a third bike car. There are safety issues with the Federal Railroad Administration and California Public Utilities Commission (CPUC) because there are only two conductors on the crew and it is difficult to watch three bike cars at the same time. It is also a labor safety issue for crews who will insist on adding a third conductor. Another problem is Caltrain does not have level boarding, which means there are real regulatory and safety issues to overcome to add bike capacity. He said Caltrain is very near being full with bikes

onboard. He said staff will have to deal with wayside improvements, bike lockers, and have a system that manages different kinds of demand because it cannot be all onboard.

Director Terry Nagel asked if staff is still talking with the Stanford professor who has the social media incentives for commuting during non-peak hours. Mark Simon, Executive Officer, Public Affairs, said staff is working on scheduling a meeting date.

Mr. Harvey said the shoulder trains that were added into service gave customers more options and are up 22 percent.

Director Don Horsley asked if level boarding is possible without changing all the stations. Mr. Harvey said level boarding is a goal for Caltrain, but will take 10 to 15 years to achieve. It requires platform changes, equipment changes, and transitions. He said freight runs on the right of way, and to achieve level boarding there has to be a threshold of about 1.5 inches between the door and the platform. He said with freight trains, there is a clearance regulatory conflict with having platforms that close to the trains. He said staff will have to get CPUC and the freight industry to grant waivers, and perhaps not run freight in certain places.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- The construction contract for the Route 1 San Pedro Creek Bridge Replacement Project was awarded March 10 to Graniterock Company of San Jose for \$7.1 million, and the contract was subsequently approved on March 24. With these two milestones achieved, the path has been cleared to begin construction mid-April. The TA is funding 57 percent of the total project.
- Construction bids for the Highway 101/Broadway Interchange Reconstruction Project in Burlingame are scheduled to be opened April 15. This project, with a total cost of \$83 million, is funded with a combination of Federal, State and local funding sources. It is scheduled to begin construction in late spring/early summer, with an estimated completion by summer 2017. The TA is funding 62 percent of the total project cost and 57 percent of the construction contract.
- A Community Open House was held for the Highway 101/Woodside Interchange Reconstruction Project last Monday in Redwood City's downtown library. This project is currently in the environmental phase, which is funded by the TA with \$3 million in Measure A dollars. The meeting provided an interactive format to solicit input on existing conditions and feedback on the need to improve traffic flow, increase safety, and better accommodate pedestrian and bicycle access across Highway 101.

FINANCE

Authorize the Allocation of \$175,000 for the New Measure A Strategic Plan 2014-2018

April Chan, Executive Officer, Planning and Development, said as part of the Measure A Expenditure Plan, the TA is required to put together a Strategic Plan every five years. She said funding will come from the various funding categories approved in the Expenditure Plan and will be proportional to the amount they bring into the Measure A Program.

Director Horsley asked if a subcommittee will be formed to develop the plan. Ms. Chan said staff will work with the Chair to develop a subcommittee.

Director Nagel said asked how the public outreach will be done. Ms. Chan said it will be done through public meetings.

A motion (Nagel/Foust) to approve the allocation of \$175,000 for the New Measure A Strategic Plan was approved unanimously by roll call.

Authorize Amendment of the Fiscal Year 2014 Budget by \$164,821 and Programming and Allocation of \$5,853,821 of Measure A Funds from the Pedestrian and Bicycle Program Category

Joel Slavit, Manager, Programming and Monitoring, said the difference in the ranking between projects 10 and 11 is one-tenth of a point. He said of the top 10 projects that could be funded by the amount of available funding do not include any Coastside projects. He said at the March TA Board meeting, the Board expressed their desire to fund the 11th project. Staff recommends advancing \$164,000 in future year funding from the Pedestrian and Bicycle Program to fund that project.

Director Nagel said with the sales tax rising there is a strong likelihood that the pot will grow bigger so no one will be penalized with this action.

Chair Matsumoto said she has concerns with setting precedent. In the last Call for Projects (CFP) in this category, \$1 million was advanced from the program's future funds. If that had not been done, projects 11 and 12 could have been funded this time. She said the Coastside has received funding for other projects so it is not a matter of geographic equity. She said other projects down the list might be very worthwhile and people will wonder what is precluding them from being funded.

Director Patridge said she supports the top 10 and considered holding the money for the 11th project for the next CFP. She asked if there is leftover funding from the top 10 projects whether some of that money could be provided to project 11 to start the project. She said there was outcry last time the Board advanced funding from future years.

Mr. Scanlon said earlier in the year the TA received about \$7 million in the settlement from the Lehman Brothers suit. That money will be going back at a proportional rate to each category. He said if 3 percent of the settlement is appropriated back to the Pedestrian and Bicycle Program, that equals about \$200,000. He said he believes the Board can take the action without any fear of precedent by using the settlement money.

Director Groom said if the Board has the opportunity to fund more projects they should take the opportunity. The more projects funded each year, the better off the county will be in the future. She said she would not like to wait two more years for the next CFP if a project can be funded today.

Mr. Scanlon said a portion of the funds could be given to the next project on the list to start their project.

Director Horsley asked if the resolution should say the funds are coming from the Lehman Brothers settlement. Mr. Scanlon said there would still need to be a budget amendment for the authorization to fund the 11 projects.

David Miller, Legal Counsel, said the staff report talks about borrowing from future funds, but the resolution does not. He said the minutes of this meeting will reflect this conversation: that the Board is making the decision based on the fact that they have been assured there are adequate funds under the existing availability of funds in the Measure to fund the projects that are recommended.

Mr. Scanlon said the minutes would express strong sentiment not to advance money and what prompted this discussion is the concern that the TA did not want to have the precedent of advancing funds, and there was an alternative source of funds allowing the Board to go forward with these projects at this time.

Director Patridge said she is comfortable with the Lehman Brothers settlement as a source of funds.

Director Foust thanked Directors Horsley and Groom for going after the Lehman Brothers and bringing money back that can be used as the tax payers see fit. Director Horsley said they are still pursuing other sources of recovery.

Director Nagel said it is worth a separate discussion what to do with the recovered funds. She said she would suggest not stopping with the 11 projects on the current Pedestrian and Bicycle Program list. She said since the next CFP is in 2016, she would rather use the maximum funds available, zero out the account, fund as much as possible to project 11 or others, then have a discussion about the future of that other funding.

Director Canepa asked if the TA is amenable to programming \$50,000 to project 12. Director Foust said it would have to be brought back at another Board meeting. She said she would like to use the Lehman funds to cover project 11 and then discuss funding other projects at a future date.

Mr. Miller said the plan is to distribute the Lehman Brothers recovery proportionately among the projects in the Expenditure Plan, which in turn would provide the requisite funds to support the amendment. Director Nagel asked if the entire cost of project 11 is coming out of the Lehman Brothers settlement. Mr. Scanlon said no, only the difference.

Public Comment

Andrew Boone, City/County Association of Governments (C/CAG) Bicycle and Pedestrian Advisory Committee, said he was happy to see the staff report suggest the Board borrow funds to start this project because it means being flexible. He said this project needs to get started because it is a planning project and construction is

phase 2. He said it is a small enough amount to make a whole project happen, but this is being smart with money.

Mr. Miller said the motion is exactly as it is worded in the staff report with no change. He said the minutes will reflect the fact that the ability to fund the additional amount stated in the staff report will now not require a borrowing from future projects, but is based upon the fact that the executive director reported there will be available funds. Mr. Scanlon said the staff report is now inaccurate, the minutes will reflect what really occurred, and the resolution as it exists still works.

A motion (Horsley/Patridge) to authorize the amendment of the FY2014 Budget by \$164,821 and program and allocate \$5,853,821 of Measure A funds from the Pedestrian and Bicycle Program Category was approved unanimously by roll call.

PROGRAM

Program Report: San Mateo County Shuttle Program

Mr. Slavitt presented:

- Program Overview
 - The program is a joint TA-C/CAG CFP.
 - It covers FY2015 and FY2016.
 - The program is composed of Measure A Local Shuttle Program funds and C/CAG Local Transportation Services Shuttle Program funds.
 - The purpose is to provide matching funds for the operation of local shuttle service and to fund shuttles that provide access to regional transit and meet local mobility needs.
- The TA Strategic Plan calls for:
 - Funding considerations to be made through a CFP
 - A project review committee to be assembled to evaluate applications
 - Projects to be reviewed based on a set of evaluation criteria
 - Funding recommendations to be anchored to the evaluation criteria
- Evaluation Criteria
 - Need and readiness – 40 to 50 percent
 - Effectiveness – 15 to 25 percent
 - Funding leverage – 20 percent
 - Policy consistency and sustainability – 15 percent
- Project Proposals
 - There were 35 applications submitted from eight sponsors.
 - Thirty-four applications will be considered (one application was withdrawn)
 - The amount requested is \$6.9 million out of \$7 million available.
- Project Proposals: Sponsors
 - The majority of the proposed shuttles are managed by the JPB and the Peninsula Traffic Congestion Relief Alliance.
- Project Proposals: Type
 - Commuter shuttles – 26
 - Community shuttles – 4
 - Combination commuter/community shuttles – 4
 - Existing shuttles – 29

- New shuttles - 5
- Project Proposals: Public/Private Subsidy
 - Almost 80 percent of the proposed shuttles include matching funds from private sector sources.
 - Most of the shuttles that do not include private sector funding include a 25 to 50 percent private subsidy.
- Draft Recommendation
 - Thirty-two proposed shuttles are recommended for funding award.
 - One shuttle is recommended for deferral.
 - One shuttle is not recommended for funding.
 - Recommended for award: \$6.6 million
 - TA – \$5.7 million
 - C/CAG – \$0.9 million
- Next Steps
 - April – Presentation to C/CAG Technical Advisory Committee and Congestion Management and Environmental Quality Committee.
 - May – TA and C/CAG Boards requested to approve proposed Program of Projects.
 - May/June – TA and C/CAG enter into funding agreements with project sponsors.

Director Nagel asked if there is any comprehensive effort to get all shuttles in the area listed on one smartphone application. Rita Haskin, Executive Officer, Customer Service and Marketing, said there are number of providers, so one challenge is getting them all to provide the standard feed needed to create applications. She said until then, the SamTrans and Caltrain websites both have shuttle tabs to get all information needed about shuttles, but it is not in the easy format used for applications. She said some applications are privately created and are out of the agency's management, but staff is looking at what can be done to make it as easy as possible.

Update on State and Federal Legislative Program

Seamus Murphy, Director, Government and Community Affairs, provided the following update:

State

Staff is focused on the Sustainable Communities strategy implementation and rail modernization funding from the Cap and Trade Program. Staff is advocating the State consider alternative allocation strategies. The trailer bill talks about a top-down approach where the Strategic Growth Council would be responsible for selecting the projects to receive funding at the regional level. He said the regions prefer the funding be distributed by a formula based on population so the entities coming up with what the Sustainable Communities strategies will be able to decide how they're funded.

Mr. Murphy said the carbon tax bill will likely be amended to include the topic of how cap and trade revenues should be allocated and how the regional funding should be spent. He said he hopes the bill will talk about minimum funding levels that would be used for both the regional Sustainable Communities strategy implementation and Rail Modernization Program funding.

Federal

Mr. Murphy thanked Chair Matsumoto for attending the American Public Transportation Association Legislative Conference. He said he heard the Administration is drafting reauthorization bills since Moving Ahead for Progress in the 21st Century expires this year. He said the Administration is not inclined to draft bills that would increase funding beyond the current funding levels because they don't think there is political will in the House Ways and Means Committee or the Senate Finance Committee to fund anything beyond the current levels. He said if the current levels are maintained, the \$85 billion backlog increases to \$142 billion by 2030. To reduce the backlog, transit would have to be funded at \$20 billion per year instead of the current \$14 billion. He said he guesses the Highway Trust Fund will have to borrow from the General Fund.

Director Foust said the lack of action in Washington is unacceptable. Mr. Murphy said if the business community around the country would talk to their representatives and tell them they cannot get their employees to work unless the Highway Trust Fund issues are resolved, an important piece of the puzzle would be resolved.

Director Foust said businesses are starting to backfill what the government can't do, including private ferries, buses, and shuttles.

Chair Matsumoto asked Mr. Murphy to draft a letter for her to sign. She said there are over 100 biotech and life science companies in her area who are major campaign donors and she would like to try to get people from those companies to reach out to the politicians.

Program Report: Transit – Dumbarton Corridor

Ms. Chan said the funding plan for the project is not robust enough to move the project forward. The Federal Transit Administration, without a robust funding plan, will not allow the environmental document to move forward. The Metropolitan Transportation Commission (MTC) has \$34.7 million in unallocated of Regional Measure 2 (RM2) funding for this project. She said staff has been working with various project partners to develop a list of projects to potentially use RM2 funding that would benefit the corridor and could be implemented quickly. She said the list was reviewed by the TA Board in November and then forwarded to MTC. She said MTC will no longer provide funding for the Dumbarton Rail Corridor Project, and are recommending transferring \$34.7 million to two projects: \$14.7 for the Dumbarton bus fleet replacement, and \$20 million to Caltrain electrification, which has a requirement of a dollar-for-dollar match from the JPB partners. She said the JPB partners indicated concern about the \$20 million match because there is no matching funds requirement for other projects in the RM2 Program. MTC will conduct a public hearing on the RM2 proposal and will take final action at its May meeting.

Ms. Chan said originally \$50 million was transferred from Original Measure A for this project, and including interest there is still about \$49.2 million that can be returned and used for other purposes. She said the funding was transferred from the Grade Separation line in the Original Measure A to the Caltrain line, and staff is reviewing where to redirect that funding.

Director Nagel asked if the funding might go back grade separations. Mr. Miller said staff is looking at various options where the options are to return the funds.

Public Comment

Jim Bigelow, Redwood City/San Mateo County/Menlo Park Chamber of Commerce, said after 15 years of having \$50 million sitting and not being used, San Mateo County taxpayers deserve the spending of that money very soon. He said the buses are tired and need to be replaced, and the capacity of replacement buses should be at least equal to what is currently on the line. He said there is an idea of increasing service to Redwood City where Caltrain would be coming if it were operating from Union City. He said \$91 million was loaned for the Bay Area Rapid Transit to Warm Springs Project, and MTC is about to forgive that loan, and that would be a good-will gesture. He said Facebook and Google have to get their governmental people and chief executives out to start talking about traffic in the corridor. He said the region needs to build new political will, start over, and not forget about this project. He said Caltrain electrification really needs to happen, but people still want this project.

Mr. Scanlon said staff is trying to get a Silicon Valley group of CEOs to take that message to government. He said Google has reached out to staff to talk about stepping up to help fill the void where government left off. He said staff received a letter from Menlo Park in support of funds being used for Caltrain electrification and the new rolling stock for the Dumbarton bus service but they are against the forgiveness of the loan.

REQUESTS FROM THE AUTHORITY

Chair Matsumoto said she is now chairing the Water Transit Advocates (WTA). She said the South San Francisco ferry is at a 16 percent farebox recovery but has to make 40 percent by next year. She said the purpose of the WTA is to help Ernest Sanchez, the marketing director for the Water Emergency Transportation Authority (WETA), with ideas. She said he listens to the WTA and takes ideas back to WETA, but WETA cancels more meetings than they hold. She said she is very concerned. She said she doesn't want to compete, but she wants to make sure people know there is a ferry service available.

Director Patridge requested the meeting adjourn in memory of Lillian Matsumoto, Chair Matsumoto's mother.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

REPORT OF LEGAL COUNSEL

No report.

DATE AND PLACE OF NEXT MEETING

May 1, 2014 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070

Meeting adjourned at 6:54 p.m. in the memory of Lillian Matsumoto.

TA CAC Chair's Report

April 3, 2014

Here is the report for Tuesday evening's meeting of the CAC:

(TA Item 4a) The CAC reviewed the TA's Minutes of March 6, 2014 without question or comment.

(TA Item 4b) The CAC supported the Acceptance of the Statement of Revenues and Expenditures for February 2014.

(TA Item 10a) After a brief explanation by April Chan, Executive Officer, Planning and Development, the CAC supported the amendment of the Fiscal Year 2014 Budget to include \$175,000 in New Measure A funds for the allocation of such funds for the 2014-2018 Measure A Strategic Plan.

(TA Item 10b) Following a brief presentation by Joel Slavit, Manager, Programming and Monitoring, the CAC supported amending the Fiscal Year (FY) 2014 budget to increase the Pedestrian and Bicycle Program Category by \$164,821 from \$2,160,000 to \$2,324,821, which will now provide a new sum total of \$5,853,821 of Measure A Pedestrian and Bicycle Program Category funds. The CAC also supported the programming and allocation of that \$5,853,821 to the 11 projects currently recommended for FY2014 and FY2015.

The CAC was pleased to see this amendment to the budget created the financial capacity to now include Project Number 11, the Midcoast Multi Modal Trail in the FY2014-2015 Project Awards. The CAC believes that this will promote a better balance of geographic equity, which is consistent with the evaluation criteria that are part of the adopted TA Strategic Plan and the 2004 Measure A Transportation Expenditure Plan.

(TA Item 11a) The CAC received a comprehensive presentation on the San Mateo County Shuttle Program by Joel Slavit. In reviewing the written report members of the CAC noted that the Pacifica Weekend Community Shuttle, which has been reported to have an existing performance level falling far below benchmarks and which is now the subject of close monitoring by staff concerning the impact of the opening of the Devil's Slide Trail on its ridership, could certainly benefit from much more marketing and publicity than it is presently receiving, which appears to be little or none.

And, since there is a critical parking issue at the Trail which has only 41 parking slots for the public, members of the CAC have asked that publicity about this new Devil's Slide Shuttle be greatly increased for the benefit of the visiting public to use as a safe and convenient transportation alternative to access this wonderful new park area, while, at the same time, help increase the ridership of this new shuttle to justify its ongoing operation.

(TA Item 11b) In keeping with the quality of past reporting, the CAC once again received an excellent and thorough update on legislative programs and bills from Government Affairs Officer, Schweta Bhatnagar.

(TA Item 11c) Pursuant to a previous report on October 3, 2013 to the TA, the CAC received a comprehensive update on the Dumbarton Corridor Rail Project by April Chan, which revealed that at the February 12, 2014 MTC meeting, it was recommended that there be no further funding for the Dumbarton Rail and that there be a re-direction of Dumbarton RM2 funds to the electrification project, among other actions it needs to take regarding other projects for the MTC RM2 Program.

Although the CAC looks forward to the San Mateo County Transit District working with the MTC for the improvement in transit that the extremely important electrification of Caltrain will bring, the CAC has unanimously asked that I report to you that the CAC still supports the Dumbarton Rail Project and asks that this project be neither forgotten, nor abandoned. And, also asks that we should start talking about it once again in 2015, still keeping in mind that Caltrain's electrification is the priority.

In my own report to the CAC I reported the following:

* During the first six months of The Bay Area Bike Share operation, Bay Area Bike Share riders have logged over 150,000 bicycle trips in San Francisco, Redwood City, Palo Alto, Mountain View and San Jose. It has also been reported that it now has 3,700 annual members and 15,000 casual members as the program's popularity continues to grow on a daily basis.

*The San Bruno Grade Separation had a "soft opening" on April 1, 2014, with a more formal opening and celebration planned for some time in May at Posey Park in San Bruno. However, work continues at the San Mateo and San Bruno avenues bridges on ramps, stairwells, walls and elevators.

*The Grand Blvd Initiative, Caltrans District 4 and the San Mateo County Health System are inviting the public to a 2-part training on designing streets that are safe, economically vibrant and sustainable for all users. The training will be conducted by the National Association of City Transportation Officials. These training sessions are scheduled to be held on May 13th and 14th at the City of San Mateo Main Library and on May 20th at the Fair Oaks Community Center in Redwood City.

* The Devil's Slide Trail opened on March 27th and from all reports a good time was had by both politicians and park enthusiasts. Access; however is still an issue of concern. As previously mentioned in my report on the shuttles there are only 41 parking slots and the need for the public to use the new Devil's Slide Shuttle to arrive at the trailhead is very important... as well as increased marketing /publicity for that shuttle to be very important.

* In closing, I reminded the CAC members that applications for positions on the CAC are due by April 4th and also reminded them that there are a few remaining public meetings scheduled on the Caltrain electrification environmental report to be held in Redwood City, San Jose and San Francisco, with the deadline for public comment to be April 29th.

In Joe's absence, Jim McKim joined us at our meeting on Tuesday evening. He had no staff report to deliver.

Respectfully submitted,

Barbara Arietta

Chair, San Mateo County Transportation Authority, CAC