

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

MINUTES OF FEBRUARY 5, 2015

MEMBERS PRESENT: R. Foust, C. Groom, D. Horsley, K. Matsumoto (Chair), T. Nagel,
M.A. Nihart

MEMBERS ABSENT: D. Canepa

STAFF PRESENT: J. Averill, J. Cassman, G. Harrington, C. Harvey, A. Ly, N. McKenna,
M. Scanlon, M. Simon, J. Slavitt, S. van Hoften

Chair Karyl Matsumoto called the meeting to order at 5:03 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Barbara Arietta, CAC Chair, reported on the meeting of February 3, 2015 (see attached).

APPROVAL OF CONSENT CALENDAR

- a) Approval of Minutes of January 8, 2015
- b) Acceptance of Statement of Revenues and Expenditures for December 2014
- c) Authorize Allocation of \$50,000 in Original Measure A Funds for the City/County Association of Governments Countywide Transportation Plan

Motion/Second: Nagel/Nihart

Ayes: Foust, Groom, Horsley, Nagel, Nihart, Matsumoto

Absent: Canepa

PUBLIC COMMENT

Greg Conlon, Atherton, said he is concerned about the safety at the Caltrain holdout stations. He said the platforms at Burlingame and Atherton have the same problems that South San Francisco has and users of those stations deserve the same concern. He said if Atherton's station was fixed it would help with electrification because the center platform could be removed and posts could be put in the center making the wires less restrictive. He said he encourages the Board to get funding for Atherton and the project would cost \$23 million. He said the city would help with the funding if it was required.

CHAIRPERSON'S REPORT – KARYL MATSUMOTO

Chair Matsumoto asked the Board to adjourn the meeting in memory of Teresa Hurley, mother of 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

Michael Scanlon, Executive Director, reported:

- There were two fatalities in December, but there were six saves where Transit Police got people off the right of way and to a hospital.
- Key Caltrain Performance Statistics December 2014 compared to December 2013
 - Year-to-Date Performance Statistics:
 - Total Ridership was 9,340,901, an increase of 10.8 percent.
 - Average weekday ridership was 58,472, an increase of 11.2 percent.
 - Total Revenue was \$41,866,265, an increase of 13.5 percent.
 - On-time performance was 91.9 percent, a decrease of 0.4 percent.
 - Caltrain Shuttle Ridership was 8,351, an increase of 14.1 percent. This may be due to counting problems related to the Marguerite shuttle.
- The annual onboard passenger count is underway. Results will be presented in the spring.
- The Quint Street Bridge Repair Project bid package will be completed later this month. Construction is scheduled to begin this summer. There are speed restrictions due to the condition of the bridge. The most recent inspection showed no new or worsening conditions.
- Construction work has begun on the San Mateo Bridges Replacement Project. Fabrication of the steels is underway.
- A Limited Notice to Proceed on the San Francisco Highway Bridges Project was issued to Disney Construction to replace bridges at 22nd, 23rd, and Paul avenues. Construction is scheduled to start in spring.
- Special Service
 - The 30th Annual Freedom Train, operated on the Martin Luther King Junior holiday in cooperation with the Dr. Martin Luther King Junior Association of Santa Clara Valley, attracted 1,640 riders, a 73.5 percent increase over last year. Prior to the event, the association announced it would be the last year due to lack of ridership and sponsors. JPB staff will consider options to help keep the Freedom Train going.
 - San Jose Sharks year-to-date additional ridership is about 8,700, a 4 percent decrease over last year.
 - The Giants FanFest is on February 7. Staff is prepared for a large number of riders.
 - A modified Saturday schedule will be run on Presidents Day including one round trip to Gilroy and some extra Baby Bullet trains.
 - An outdoor hockey game will take place at Levi's Stadium on February 21. Additional service will be provided.
- The Board:
 - Passed a Resolution of Appreciation for past chair Tom Nolan.
 - Received an update on Caltrain Modernization (CalMod) regarding the fiber installation, the onboard equipment for the Communications-based Overlay Signal System, and results of a survey concerning input on the next generation of vehicles.

- Approved the release of the Request for Proposals (RFP) for the Peninsula Corridor Electrification Project Design Build Project.
- Authorized an amendment to the Fiscal Year (FY) 2015 Operating Budget to increase total revenues to \$130,736,026 and total expenses to \$127,526,026.
- Authorized the rejection of the single bid from Alstom Transportation Inc. and negotiation and execution of a contract on the open market at a not-to-exceed cost of \$7,058,352 for bi-level car limited overhaul services.
- Authorized the award of contract to MV Transportation, Inc. to provide contracted shuttle bus services for a base term of five years and four months at an estimated price of \$14,716,754. The incumbent protested, but the award was approved to a new provider.
- Approved the 2015 Legislative Program.
- Received a legislative update.
- Received a presentation on the Caltrain Short-Range Transit Plan.

Director Rosanne Foust said when the Board decides what to use Measure A money for, it goes through a Call for Projects (CFP). She asked if the TA could accept funding from a community such as Atherton that wanted to finance a project such as installing quad gates at the Caltrain station. Mr. Scanlon said if the community of Atherton has the money and wanted to fund installing quad gates, they would not need to come through the TA. They would just go to the JPB and the JPB could build it if it was consistent with the JPB's plan and regulatory agencies approved it.

Director Foust said there are a number of letters from corporations in South San Francisco that use the Caltrain station. She said in weighing priorities, if a community wanted to fund a project on its own, the TA does not have to be involved. Mr. Scanlon said these are Caltrain expenditures, and those have to be prioritized and must be consistent with the plans of the JPB.

Public Comment

Greg Conlon, Atherton, said Atherton only has \$3 million in reserves, so for them to fund anything is not practical. He said this is a railroad issue and the railroad needs to correct a safety situation that relates to the whole railroad. He said if there were fatalities and injuries during the close call at the South San Francisco Caltrain Station, the railroad would have corrected the station overnight because of the safety concern. He said the fact that it could have happened should not be overlooked, the situation was caused by human error, and people shouldn't have to take that risk. He said Atherton pays \$500,000 per year in sales tax. He said Atherton residents are entitled to some spending of the Measure A money. He said maybe Atherton is at fault for not applying for the money.

Mr. Scanlon said even if Atherton applied for the money, the project would have to be placed on a priority list. He said the safety concern is legitimate, but in the case of South San Francisco, there is a property owner, Union Pacific Railroad (UPRR), who has to be dealt with, and there's a regulatory agency to deal with. Safety improvements will be made this year. He said there will be a positive train control (PTC) system on the line by the end of this year, so if an operator violates a signal, the train will stop

automatically. He said there must be threshold numbers that justify the capital expenditure for building platforms and access. He said Atherton and Broadway stations are on the list to be restored under the electrification project, but Atherton is suing the JPB over the project.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- The Route 92/El Camino Real Interchange Project is in the design phase. The city of San Mateo is the sponsor of the project. The 65 percent design will be complete next month and the final design will be complete by January 2016. San Mateo likely will request project funds in the next project cycle. The TA allocated \$600,000 for the environmental phase and \$1.6 million for the design phase.
- The U.S. Highway 101/Willow Road Interchange Reconstruction Project is sponsored by the cities of Menlo Park and East Palo Alto, and the California State Department of Transportation is the implementing agency. The project is in the design phase and is funded with State Transportation Improvement Program money. The final design is expected to be complete this December. The sponsors will also be requesting funds at the next CFP.

FINANCE

Authorize Allocation and Programming of \$49.1 Million in Original Measure A Funds to the City of South San Francisco for Caltrain Station Improvements

Chuck Harvey, Deputy CEO, said the funding request is outside budget cycle and a determination has to be made whether the project meets the special circumstances established in the Measure A Strategic Plan.

- Project Scope - \$59 million total project cost
- Renderings of the project were shown.
 - Remodeling the station requires negotiation with UPRR to relocate their tracks and loading dock. Then tracks can be reconfigured.
 - Platform limitations exist due to the roadway configuration.
 - The safety improvement would be to replace the narrow center platform with a wider center platform with underground access.
 - The east side will have a shuttle drop-off zone and will connect to the business park communities.
 - Skylights, lighting, and cameras will be installed for safety.
 - The city of South San Francisco has acquired property on each side to enable the design to have the two portals.
- Key Project Issues
 - UPRR right of way negotiations
 - Federal approval of alternative means for reaching level boarding service standards
- Funding Plan
 - Measure A request: \$49.1 million
 - JPB expended funds: \$4 million
 - South San Francisco match: \$5.9 million

- Pursuing the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program and Federal Transit Administration State of Good Repair funds
- Special circumstances
 - Urgency
 - Safety – This is a holdout-rule station and is on the Caltrain Strategic Plan to be improved. This is a more urgent safety case because there is more service, more stops and a higher level of people at this station.
 - Funding – There are leveraged funds coming into the project and there is potential to lose those funds.
 - Savings – The project cost is escalating because of the market.
 - Impact to Measure A Program – Adequate money is in the Caltrain line item, and most of it will be used.

Director Terry Nagel asked if spending this amount on one grade separation would mean the other holdout stations would have to wait. Mr. Harvey said that would be two separate pots of money because this comes out of the Caltrain Capital Improvement Program fund. Grade separation money cannot be spent on this improvement.

Public Comment

Drew Hudacek, Sares-Regis Group, said he supports the allocation of funds to this project. This is where money should be invested. Safety, connectivity, vehicular traffic, and increased ridership will improve and will be a catalyst for the Caltrain station, the ridership and the greater downtown South San Francisco area. Other developers are poised to spend hundreds of millions of dollars around the station.

Bruce Wright, South San Francisco Rotary, said he is an owner of a business on Grand Avenue and is currently working with South San Francisco to build 94 affordable housing units for seniors in downtown, and has committed \$10 million to the project. The Caltrain station helps him to get financing and tax credit money for his project. Most of the seniors will not have cars and rely on public transportation. He said he is on the Board of the Boys and Girls Club and takes kids on field trips, and this improvement will make it safer.

Rich Garbarino, Mayor, South San Francisco, thanked the Board for their support for funding this station. Improving the station for safety, the condition, and to encourage use is enough to justify the support. The station is also the centerpiece of the downtown revitalization. The South San Francisco Downtown Area Station Plan paves the way for mixed-use transit-oriented development (TOD) centered on the relocation of the Caltrain station. He said relocating the station is the number one infrastructure project in the city.

Emma Shlaes, Silicon Valley Bicycle Coalition, said she strongly supports the request for funding. Relocation of the station and the underpass is crucial to the downtown plan. The current configuration is a barrier of access to the station and to the east side of the city.

Ariane Hogan, Genentech, said Genentech supports the allocation of funds to the station. She said the station serves the nation's largest biotechnology center, and 11,000 people commute to Genentech. The existing station is not easily or safely accessible. Improving access and safety will encourage more commuters to use Caltrain and will ease congestion on the highways.

Al Meckler, South San Francisco Bicycle/Pedestrian Advisory Committee, said his committee supports the improved access. He said this is a logical portal to cross Highway 101; it is a central and primary placement for it.

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said he has been involved with this project since the Original Measure A. This is an opportunity to clean and spruce up the station and make it accommodating for the users. He said the findings should make it easy to decide to move this project forward.

Alan Katz, Brookwood Group, said he has been working in South San Francisco for five years in real estate development. He said it is obvious that moving the station is key to revitalize the downtown. This makes it a perfect place for investment. People now understand TOD, and investors now understand the ecological benefits of less traffic and less parking. This project adds a significant improvement for cost per unit. This will bring higher density and will bring a higher capital infusion.

Director Nagel said there is a sense of urgency and there are safety conditions that need to be addressed. This is a vast improvement that will improve transportation and connection with the businesses nearby and will result in significant cost savings if it is built before electrification.

Director Mary Ann Nihart said this is one of the projects that exemplifies the TA Strategic Plan and these types of projects help the entire county.

Motion/Second: Groom/Nihart

Ayes: Foust, Groom, Horsley, Nagel, Nihart, Matsumoto

Absent: Canepa

Authorize Amendment of FY2015 Budget to Increase Budget Expenditures by \$44,441,356 for a New Total of \$112,859,404

Aandy Ly, Manager, Budgets, said staff is proposing to amend the budget to increase expenditures, primarily due to funding for the South San Francisco Caltrain Station Project. Sales tax revenues are trending \$4 million higher than expended, which triggers corresponding increases in annual allocations and program expenditures consistent with percentage share structuring of the 2004 Transportation Expenditure Plan.

Motion/Second: Horsley/Nihart

Ayes: Foust, Groom, Horsley, Nagel, Nihart, Matsumoto

Absent: Canepa

Authorize Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended December 31, 2014

Bill Osher, CSI Sun Trust, said the portfolio did fine over the quarter and is super safe. It was an interesting quarter because what happened overseas in the global financial markets took precedent over what is happening in the United States. The United States has the highest interest rates among all the developed nations and a rising currency, and that created a flood of outside money that came in and drove the rates down. He said the market's perception of when the Federal Reserve was likely to raise interest rates moved to later in the year.

Motion/Second: Horsley/Nihart

Ayes: Foust, Groom, Horsley, Nagel, Nihart, Matsumoto

Absent: Canepa

FY2014 Comprehensive Annual Financial Report (CAFR)

Gigi Harrington, Deputy CEO, said staff received a clean opinion from the auditors. The CAFR wins awards from Government Finance Officers Association. She said a lot of the history of the TA is in the footnotes.

Director Nagel asked if the TA is reprogramming the Dumbarton money.

Joan Cassman, Legal Counsel, said the money is in the Caltrain Improvements line item from the Original Measure A and it has not been reprogrammed.

Director Nagel said the report includes a Lehman Brothers refund. She said she hopes this will help the TA make progress on more transportation projects.

PROGRAM

Approval of the 2015 Legislative Program

Mark Simon, Executive Officer, Public Affairs, said this program guides the TA's regional, State and Federal advocacy efforts. It is detailed enough to cover specific policy goals, but broad enough so staff can move quickly when an action on a legislative priority comes up. It focuses on three key objectives: maintain and enhance funding opportunities to support the TA's programs, seek a regulatory environment that streamlines project delivery and maximizes the TA's authority to meet public transportation service demands, and reinforce and expand programs that build and incentivize public transportation ridership.

Mr. Simon said these apply to State and regional issues including the State budget, transportation funding opportunities, CalMod capacity improvements and high-speed rail (HSR), transportation operations, administration planning, and project delivery regulation.

Mr. Simon said these apply to Federal issues including surface transportation and rail authorization, regulatory issues, and FY2016 appropriations and tax extenders. He said the strategies and tactics have been updated to reflect progress on issues that are carried over from prior year.

Gus Khouri, Khouri Consultants, said the governor released his State budget, and acknowledges there is a problem with funding transportation and no solution has been offered. There is a Road User Charge Advisory Task Force to explore transportation funding.

Mr. Khouri said Cap and Trade is an alternative funding plan that gives transit funding by formula; 60 percent is appropriated to transportation, and 40 percent is discretionary and goes to natural resources programs. There is only \$100 million statewide for commuter and intercity rail. He said he is working with the Administration to try to augment the money.

Mr. Khouri said a high-occupancy toll (HOT) lane is one of the few opportunities available to acquire State funding or resources to manage local infrastructure needs on U.S. Highway 101.

Mr. Khouri said there are several counties in the State that want to pursue a local sales tax measure, and there has been discussion about lowering the vote threshold from two-thirds to a majority. He said if San Mateo County wanted to pursue a local sales tax measure, some cities are already at their threshold of 2 percent above the State cap including Half Moon Bay and San Mateo, which are at 9.25 percent. The State cap is 7.5 percent.

Mr. Simon said staff is in the earliest stages of figuring out whether something needs to be put on the ballot for 2016 to support a range of transit-related activities in San Mateo County. A decision has not been made yet, no internal discussions have been had, and extensive public outreach would need to be done to build support and to develop anything to be put on the ballot. He said this is something to be reviewed through the Legislative Program over the year.

Mr. Simon said a group has been formed called the Caltrain Commuter Coalition and it will be meeting soon to support funding for Caltrain and possibly advocating for transit in general. This group will likely be an effective resource to lobby at the State and Federal level.

Director Foust said there is only \$100 million Statewide from the Cap and Trade funds, and the Board just approved a \$50 million project. Mr. Khouri said the State has an auction every quarter and allocates the revenue that comes in. The State is estimating \$1 billion will come in from this program and the funding is allocated by formula; HSR gets 25 percent, low-carbon transportation gets 10 to 15 percent, and so on. He said \$100 million gets set aside for the passenger rail pot. That is why he is working with the Administration to try to augment the money.

Director Don Horsley asked how Cap and Trade funding is allocated. Mr. Khouri said counties get a percentage of the low-carbon transportation operations pot of funding based on the State Transit Assistance Fund formula. The HSR pot is discretionary. The passenger rail pot is competitive and depends on the application that the agency submits.

Director Horsley asked who makes the decision on who gets the funding. Mr. Khouri said the California Transportation Commission makes the decision on the passenger rail pot, but the California State Transit Assistance Agency makes the decision on others.

Mr. Scanlon asked about the portion of funds set aside for economically challenged communities. Mr. Khouri said Senate Bill 535 requires that 25 percent of all available funding has to be spent in disadvantaged communities.

Mr. Simon said there are some areas in the county that would qualify for this funding under the formula. Much of the Cap and Trade funds are allocated for specific purposes, but staff feels the agency can be competitive in some areas, such as the economically challenged area.

Mr. Scanlon said public transit is available within a mile of 70 percent of the people in the nation, but public transit to a job is only available to 30 percent of people. He said to help economically depressed people, they need help getting to a job or their communities should be revitalized.

Director Nihart said she appreciates the Caltrain and U.S. Highway 101 corridors, but there is also the Interstate 280 corridor, the coast, and the connections cross county. She said those are hard things to get money for and to make a case for in this environment. She said public transportation is impossible to use in some areas because it is not accessible.

Mr. Scanlon said he does not expect staff will be ready to advocate for any kind of tax in the foreseeable future. He said the JPB and San Mateo County Transit District are getting close to being stabilized, but that does not allow them to expand, and the vision may be to rapidly expand. He said years have been spent getting the indebtedness under control, but if the communities say they want more, something will have to be done.

Director Horsley said reducing the sales tax and extending it to services would be a great benefit to the TA. He asked what the proposal would be to raise the sales tax ceiling. Mr. Simon said up to 3 percent more than the State cap.

Motion/Second: Foust/Groom

Ayes: Foust, Groom, Horsley, Nagel, Nihart, Matsumoto

Absent: Canepa

Update on State and Federal Legislative Program

State Update

Mr. Khouri said Assembly Bill 194 was introduced to monetize the highway lanes to get resources to address needs and maintenance. The question is who will have the authority to implement HOT lanes. The TA would have to coordinate with the Metropolitan Transportation Commission to figure out how the funds would be expended. Study findings should be available in April or May to establish the feasibility of extending the high-occupancy vehicle lane from Whipple Avenue to Interstate 380. This has to be done before converting to HOT lanes.

Mr. Khouri said the State has been collecting commercial truck weight fees as a way to pay down bond debt service. When the State ran out of money, the State took that funding and made transportation pay for the bond debt service. That funding should be recaptured and redistributed back to transportation. He said the focus may be on maintenance for highways and local streets. There may also be an increase in the vehicle registration fee by about \$52 per year per car, and there may be a higher fee for trucks.

Federal Update

Mr. Simon said the president's budget request, a six-year Grow America Authorization proposal, included \$1.52 billion per year for TIGER, \$28.6 billion for rail, PTC and HSR, a 76 percent increase in transit formula funding and new starts, and \$1 billion a year for the Transportation Infrastructure Finance and Innovation Act Loan Program. The question is whether Congress will pass it.

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

In the reading file.

REPORT OF LEGAL COUNSEL

None

DATE AND PLACE OF NEXT MEETING

March 5, 2015 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

The meeting adjourned at 6:54 p.m. in memory of Teresa Hurley.

TA CAC CHAIR'S REPORT

FEBRUARY 5, 2015

Good afternoon Madam Chair and Board members.

On Tuesday evening, our CAC was pleased to have both the honor and pleasure of having TA Chair Karyl Matsumoto join us as a member of our audience, primarily due to an item on our agenda pertaining to South San Francisco's new Caltrain station project. Once again Chair Matsumoto stayed for the entire meeting and witnessed the lengthy deliberations and due diligence that the TA CAC performs in the carrying out of its duties on behalf of the TA Executive Board.

In regards to those discussions that evening, I have the following to report from the February 3, 2015 meeting of the TA CAC.

(TA Item 4a) The CAC reviewed the TA Board's Minutes of January 8, 2015, without questions or comments.

(TA Item 4b) The CAC supported the Board's Acceptance of the Statement of Revenues and Expenditures for the period ending December 2014, without questions or comments.

(TA Item 4c) After a robust Q and A session with Joel Slavit, Manager, Programming and Monitoring, the CAC voted to support the Allocation of \$50,000 in Original Measure A Funds for the City/County Association of Governments Countywide Transportation Plan.

(TA Item 10a) Following an in-depth presentation, with input from South San Francisco officials, and a Q and A session with Joel Slavit, the CAC voted to support the Allocation and Programming of \$49.1 million in Original Measure A Funds to the City of South San Francisco for its Caltrain Station Improvements. However, subsequent to the vote, the CAC has also asked that I convey to the Executive Board the CAC's request for the strong encouragement of public/private partnerships to be developed, if at all possible, to help reduce the overall costs of our capital projects moving forward.

(TA Item 10b) The CAC supported the Amendment of Fiscal Year 2015 Budget to Increase Budget Expenditures by \$44,441,356 for a New Total of \$112,859,404.

(TA Item 10c) The CAC supported the Acceptance of the Quarterly Investment Report and Fixed Market Review and Outlook for the Quarter Ended December 31, 2014.

(TA Item 10d) The CAC received the Fiscal Year 2014 Comprehensive Annual Financial Report with only a few questions, which were immediately clarified by Kathryn Watson, Treasury Manager. The CAC was, overall, pleased with the report.

(TA Item 11a) After a brief, but highly informative presentation by Schweta Bhatnagar from Government Affairs, the CAC voted to support the Approval of the 2015 Legislative Program.

(TA Item 11b) District Consultant Gus Khouri delivered a very comprehensive update on Legislative programs. The CAC was both pleased and impressed with his presentation.

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

1. During this past January, Caltrain has conducted its annual count of riders, both seated and standing, along with the number of bike boardings, as well as the number of bike riders not able to board the trains due to overcrowding.

Average weekday ridership has more than doubled since 1997, when it was 24,597, in comparison to 2014, when it grew to 52,611. Over the past year, the heaviest ridership has been in the summer and fall with ridership data breaking 60,000 weekday riders.

The data derived from this annual count will help the agency to make projections for 2016. After the new data has been analyzed, it will be released to the public and posted on the Caltrain website.

2. There is a new website that lets residents monitor Bay Area Vital Signs. On January 28, 2015 the Metropolitan Transportation Commission (MTC) unveiled its new *Vital Signs* website (vitalsigns.mtc.ca.gov), an interactive tool that Bay Area residents can use to track the region's progress toward reaching key transportation, land use, environmental and economic policy goals. Residents can also consult the website to learn more about historical trends, differences and similarities among the Bay Area's many communities.

The first phase of the initiative examines 14 different indicators by which the health of the Bay Area's transportation systems can be monitored. These include several measures of Bay Area Transit Agencies performance; a detailed look at pavement conditions on state highways, city streets and county roads and a rank-ordered list of 139 most congested freeway segments in the region.

3. California is considering replacing the gas tax with a per-mile charge. State officials have begun to seriously study a plan to replace California's gas tax with a fee for each mile driven. Governor Brown, noting that California has a \$59 billion backlog of maintenance needs on state highways and bridges, signed a law last fall that set up a commission to study road usage charges and establish a pilot program by January 1, 2017. The 15 member commission had its first meeting on Friday, January 23, 2015. The 15 members on it were chosen by Carl Guardino, CEO of the Silicon Valley Leadership Group and Chairman of the California Transportation Commission.

4. Due to the recent resignation of our CAC member John Baker, the CAC now has a new opening to be filled. John, who came to us originally from the Sam Trans CAC has accepted an appointment back on the Sam Trans CAC and originally thought he had time to perform on both CACs, but now has found that he must restrict his time commitment to only one CAC, and since his main interest has always been bus transportation in this county, he has chosen the Sam Trans CAC.

Recruitment for this new opening will begin next month.

Joe Hurley, TA Program Manager, in his report to the CAC, advised us about a short-term project delay on the Broadway/Hwy 101 Interchange Capital Project, due to the heavy rains of a month or so ago. Apparently the rain's impact has heavily saturated the soil and set the project back approximately six weeks. However, the project is still expected to be completed by May 2017.

Respectfully submitted,

BARBARA ARIETTA

Chair, San Mateo County Transportation Authority, CAC