

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

**MINUTES OF MARCH 5, 2015**

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

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

Chair Karyl Matsumoto called the meeting to order at 5:06 p.m. and led the Pledge of Allegiance.

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

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

**APPROVAL OF CONSENT CALENDAR**

- a) Approval of Minutes of February 5, 2015
- b) Acceptance of Statement of Revenues and Expenditures for January 2015
- c) Receive and File Measure A Program Status Report

Motion/Second: Canepa/Nagel

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

**PUBLIC COMMENT**

Carol Dutra-Vernaci, Mayor, Union City, Chair, Dumbarton Rail Corridor Policy Advisory Committee (PAC), said last year the Metropolitan Transportation Commission (MTC) reprogrammed the existing funding for the Dumbarton Rail Project. The PAC is committed to an east/west transportation solution. The Alameda County Transportation Commission (Alameda CTC) has committed to splitting staffing costs with the TA. She is hoping the San Mateo County Transit District (District), MTC, TA, and Alameda CTC will meet and work out a funding mechanism before the PAC meets again.

Kirsten Keith, City Council, Menlo Park, asked the TA not to take any more money from the Dumbarton Rail Project. She said the PAC needs eight months to drum up private money. She said the PAC is working with Stanford, Facebook, and other private employers to get the project moving. She suggested phasing the project beginning with Menlo Park to the Caltrain station in Redwood City to show it is a viable solution for traffic calming. She is looking at how to release the California Environmental Quality Act document. Once it is released, the PAC would like about \$15,000 to update the ridership study.

Adina Levin, Friends of Caltrain, said she supports Caltrain and the Caltrain Modernization (CalMod) Program as an interconnected network, and Dumbarton is a key component.

Andy Chow, Bay Rail Alliance, said he encourages the Board to support the Dumbarton Corridor and to set up a joint powers board to oversee the future investment in the corridor.

Greg Conlon, Atherton, said the Atherton Caltrain Station needs to be given the highest priority because of the holdout rule. The town of Atherton is willing to put up the appropriate share.

Lisa Gauthier, Mayor, East Palo Alto, said there is heavy congestion going through the communities down Willow Road and University Avenue. She is looking for assistance to figure out how to deal with this congestion. Residents are severely impacted, and she asked the Board to consider Dumbarton Rail.

Director Rosanne Foust asked for an overview of the history of the project. Michael Scanlon, Executive Director, said the Dumbarton Corridor is a worthy project that should be pursued. The project has fallen off the regional priority list. The Dumbarton Bridge will probably not come in the near term as a full bay crossing. He said there will not be a traditional funding partnership with public participation. The State highway and transit accounts are decreasing, and the State is going to cut the excise tax in July, which will take another billion dollars away. Public/private partnerships are generally driven because of the promise of some flow of revenue that would defray the initial investment the private entity makes into the partnership. He said he doesn't foresee any way to get a positive cash flow out of this project. Private companies would not take an ownership interest in something that loses money. The Federal government stated that unless there is a reasonably sound financing plan, they did not want to receive the National Environmental Policy Act document. He said there is no sound financing plan, and he doesn't see a path of getting there. A discussion on potential modest improvements should be agendaized for a full discussion in the future.

#### **CHAIRPERSON'S REPORT – KARYL MATSUMOTO**

Chair Matsumoto said the TA is recruiting for five TA CAC members. Applications are due April 3. She appointed Directors Don Horsley and David Canepa to the nominating committee. The Board will appoint new members at the May 7 Board meeting.

#### **Resolution of Appreciation for Executive Director Michael J. Scanlon**

Chair Matsumoto presented a resolution of appreciation to Mr. Scanlon for his 47 years of work in the industry and 15 years of work for the TA, the Peninsula Corridor Joint Powers Board (JPB), and the San Mateo County Transit District.

#### Public Comment

Jim Bigelow, Redwood City/San Mateo and Menlo Park Chambers of Commerce, said things have changed a lot in the 15 years Mr. Scanlon has been with the TA, JPB and District. There have been many projects, clearances and coordination. He said it takes a lot of work and coalition building to do this work. He thanked Mr. Scanlon for his contributions and wished him the best.

Adina Levin, Friends of Caltrain, thanked Mr. Scanlon for keeping the trains and buses going, and for getting roads, bicycle and pedestrian improvements approved and funded.

Rich Hedges, San Mateo, said Mr. Scanlon is fair and understands what is important.

Andy Chow, Redwood City, congratulated Mr. Scanlon on his retirement and for his hard work over the years.

Motion/Second: Foust/Groom

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

Mr. Scanlon said he is touched by all the remarks. He said he is just one member of the team.

### **JPB REPORT**

Mr. Scanlon reported:

- A vast majority of the fatalities have been suicides. The Board requested a discussion be agendized on the outreach concerning suicide prevention and accidents on the railway.
- Key Caltrain Performance Statistics January 2015 compared to January 2014
  - Monthly Performance Statistics:
    - Total Ridership was 1,361,938, an increase of 0.9 percent.
    - Average Weekday Ridership (AWR) was 51,014, an increase of 3.3 percent.
    - Total Revenue was \$6,442,147, an increase of 11.3 percent.
    - On-time Performance (OTP) was 91.6 percent, a decrease of 1.2 percent.
    - Caltrain Shuttle Ridership was 8,493, a decrease of 6.8 percent.
  - Year-to-Date Performance Statistics:
    - Total Ridership was 10,702,839, an increase of 9.5 percent.
    - AWR was 57,407, an increase of 10.1 percent.
    - Total Revenue was \$48,307,862, an increase of 13.2 percent.
    - OTP was 91.9 percent, a decrease of 0.5 percent.
    - Caltrain Shuttle Ridership was 8,372, an increase of 10.5 percent.
- The Board:
  - Authorized the ratification of the award of an emergency contract to Granite Construction Company in an amount not to exceed \$60,000 for repair of the embankment north of the Guadalupe River Main Track 1 Bridge.
  - Approved and presented a resolution of appreciation for Mr. Scanlon.
  - Received an update on the CalMod Program and testing of Positive Train Control.
  - Received a presentation on the Disparity Study and JPB efforts to increase the pool of Disadvantaged Business Enterprises.
  - Declared the intent to use proceeds from indebtedness to reimburse expenditures.
  - Received a presentation on Caltrain sustainability efforts.

- Received a legislative update.

Director Mary Ann Nihart said with regards to mental health, it would be helpful if the media made people feel comfortable seeking and getting treatment, and to recognize symptoms earlier. This would help reduce stigma.

## **REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Scanlon reported:

- Pile driving for the U.S. Highway 101/Broadway Interchange Project began February 17 and will continue through mid-April. This is necessary to complete the foundation for the structure that will cross over the highway. The California Department of Transportation and the city of Burlingame conducted extensive outreach to the surrounding businesses and residents, and no complaints have been received. The project is set for completion in fall 2017.
- A draft Preliminary Planning Study has been prepared to study congestion and safety on California Highway 1, from Miramar to Devil's Slide. San Mateo County is the sponsor and will be conducting a community workshop to get comments on alternatives.

## **PROGRAM**

### **Program Report: Pedestrian and Bicycle Program**

Joel Slavit, Manager, Programming and Monitoring, presented:

- Program Overview
  - Three percent of the Measure A Program is set aside for the program.
  - The 2004 Transportation Expenditure Plan includes a list of proposed bikeways and overcrossings, but other projects can be considered.
- In the project selection process, the TA Strategic Plan requires:
  - Funding considerations be made through a Call for Projects (CFP)
  - Projects be reviewed based on a set of evaluation criteria
  - Funding recommendations be anchored to the evaluation criteria
  - Board to approve the programming and allocation of funds
- Measure A Programming and Allocating History
  - First cycle, July 2011 - \$4.5 million
  - Second cycle, April 2014 - \$5.8 million
  - Special circumstances - \$700,000
- Program Information
  - Measure A Funded Projects
    - First cycle – 16 projects
    - Second cycle – 11 projects
    - Special circumstances – two projects
  - Project Status
    - Scope of work completed – nine projects
    - Ongoing – 20 projects
    - Completed by June 30, 2015 – six projects
  - Project type
    - Pedestrian and bicycle – 22 projects
    - Bicycle only – five projects
    - Pedestrian only – two projects

- Measure A funded phase of work
  - Preconstruction only – seven projects
  - Full implementation – 22 projects
- Maps of the project locations were shown.
- Funded Projects Types
  - Pedestrian/bicycle trails
  - Bicycle striping/signing
  - Traffic calming/crossing upgrades
  - Pedestrian/bicycle overcrossings
- External Funding Sources to Supplement Measure A Funds
  - Active Transportation Program
  - Transportation Development Act funds
  - One Bay Area grants
  - Cap and Trade
- Next Steps from Strategic Plan
  - Align Measure A funding calls to coincide with regional, State and Federal funding programs.
  - Develop a Capital Improvement Plan (CIP) for long-term planning of large, complex capital projects.
  - Explore and develop performance metrics to determine if the program and projects are meeting Measure A goals.

Director Carole Groom asked how Cap and Trade funding works. Gus Khouri, Khouri Consulting, said 60 percent of the money is dedicated to transportation and 40 percent is for alternative purposes and the environmental sector. The California Transportation Commission handles the recommendations for the Alternative Transportation Program. He said the California State Transit Assistance handles commuter and intercity rail, transit operations, and high-speed rail. He said he could provide a breakdown to the Board.

Director Terry Nagel asked for a summary of places to look for additional funding.

Director Nagel said Europe has crystals in the road striping paint to make it glow at night. She asked if there is new technology that the TA could investigate. Mr. Slavitt said staff regularly participates in webinars to learn about the latest methods.

#### Public Comment

Rich Hedges, San Mateo, said every other State besides California has a fuel extraction tax, which is an element to raise money. He said he is trying to get MTC interested.

#### **Solicitation of Letters of Interest for Highway Projects**

April Chan, Executive Officer, Planning and Development, said staff will be sending letters of interest to cities to solicit information on highway projects for which they will be requesting Measure A funding in anticipation of another highways CFP. She said the City/County Association of Governments will be putting together a recommendation for the State Transportation Improvement Program. Staff will be putting together a CIP to get an understanding of the funding needs over the next 10 years and to match the needs with projected revenues.

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

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

#### State

If it wasn't for the high-speed rail project, CalMod would have the same funding problem the Dumbarton Rail Project has. The only program at the State or Federal level to move a project like that forward is the Transit Capital Grants Program, but that program has a backlog because of the reduced buying power of the gas tax.

Mr. Khouri said transportation has been highlighted as a must this year behind the scenes at the State Capitol. It is too early to predict anything. He and his staff will continue to work on the bills mentioned in the bill matrix.

#### Federal

No report.

### **Capital Projects Quarterly Status Report – 2<sup>nd</sup> Quarter Fiscal Year 2015**

Joe Hurley, Director, TA Program, said this report is in the Board packet and to contact him if there are questions.

### **REQUESTS FROM THE AUTHORITY**

None

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

None

### **REPORT OF LEGAL COUNSEL**

None

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

April 2, 2015 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

The meeting adjourned at 6:36 p.m.

# TA CAC Chair's Report

March 5, 2015

Good Afternoon Madam Chair and Board members,

Here is my report from the TA/CAC meeting of March 3, 2015:

**(TA Item 4a)** The CAC reviewed the TA Board's Minutes of February 5, 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 January 2015.

**(TA Item 4c)** In reference to the Executive Board's receipt and filing of the Measure A Program Status Report, the CAC has made a suggestion to add one more column to the report in the future, which would indicate the "Available Funding" for each program.

**TA Item 6)** Although the CAC did not have this particular item on its Agenda Tuesday evening, the CAC overwhelmingly asked that I report to the Board tonight its appreciation for the tremendous job that our Executive Director, Michael J. Scanlon, has done in his tenure as head of the San Mateo County Transit District for these past several years. High praise was given by the CAC members for Mr. Scanlon's many, many years of dedicated service to the three agencies under his leadership. His national recognition as both a transit professional and a leader in the transportation field, along with the knowledge and experience that he has gained from such associations, have made this District an extraordinarily better, more powerful entity. It is to Mr. Scanlon's credit that the San Mateo County Transit District is an unusually well-functioning government agency, which is untypical for many government agencies.

And because of this, the CAC, wholeheartedly, supports tonight's Board Resolution of Appreciation for Executive Director Michael J. Scanlon. We hate to see him go. Although it is true that he will be succeeded, he will never be replaced. Congratulations, Mr. Scanlon, for a job well done!

**(TA Item 9a)** Joel Slavit, Manager, Programming and Monitoring, gave the CAC an excellent update on the Measure A Pedestrian & Bicycle Program Status, which included a general program overview, the project selection process, Measure A's programming history and the type and distribution of funded

projects throughout the county, along with information on the external funding sources to supplement Measure A Funds, as well as the next steps to be taken from the Strategic Plan. The CAC was, overall, pleased with the report.

**(TA Item 9b)** As an information item only, April Chan, Executive Officer, Planning and Development, informed the CAC that staff will be issuing a solicitation of Letters of Interest from eligible Measure A program applicants to assist with the development of a Capital Improvement Program (CIP) for highway projects and to help inform the next Highway Call for Projects (CFP). The CAC agreed that the development of a Highway CIP can be used to better manage funding needs with projected revenues and that it will also help determine the level of interest for candidate projects in the next Highway CFP, which is anticipated to be released in May 2015 pending Board approval.

**(TA Item 9c)** The CAC was very pleased to once again receive a Legislative update from our State Legislative Consultant, Gus Khouri, who delivered a comprehensive update on several bills in the State's Legislature that have already been introduced for consideration in the first half of the 2015-16 Legislative Session, pointing out a particular interest for San Mateo County in Assembly Speak pro Tem Kevin Mullin's bills, AB 378 that declares the intent of the Legislature to pass legislation to address growing congestion on the Highway 101 corridor, as well as Mullin's AB 464 bill, which would increase the maximum sales tax rate that cities and counties are permitted to levy from 2 percent to 3 percent.

**(TA Item 9d)** Joe Hurley, TA Program Manager, delivered a brief update on the Quarterly Status Report for the 2nd Quarter, FY 2015, for the period October 1 - December 31, 2014, with only small points of clarification on various project's information contained within the report. The CAC was pleased with the report.

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

1. On February 25, 2015 the Metropolitan Transportation Commission (MTC) unanimously elected Santa Clara County Board of Supervisors President and long-time MTC Commissioner, Dave Cortese, as the new Chair of the MTC for the two year officer term running through February 2017.

A large majority of last term's Commissioners are returning for the new four year MTC Commission term, including Redwood City Councilperson, Alicia Aguirre, representing the cities of San Mateo County and San Mateo County Supervisor, Adrienne Tissier, representing the County of San Mateo.

2. The MTC is planning to convert the High Occupancy Vehicle (HOV) lane on SR92 on the San Mateo Bridge westbound into an Express Lane by 2017, as part of a 550 mile network of Bay Area Express Lanes that will be completed by 2035. The MTC will convert 150 miles of existing HOV lanes to Express Lanes and add 120 miles of new lanes to close the network gaps.

The reason for all of this is the Bay Area is forecast to add 2.1 million more people and 1.1 million more jobs by 2040, but just 5% of the region's transportation dollars are available to fund new roads or to add more transit. Bottom line is that there is often not enough money to build enough capacity to keep up with the growth, as well as not enough room to widen the highways in order to add more lanes in many areas.

3. Assemblyman Mullin's new bill AB378 is considered to be a "placeholder bill" with the goals of relieving congestion on the Highway 101 corridor. While the text of the bill hasn't been posted, as yet, it has been reported that Mullin's staff has reported that the text of the bill's introduction says that it is a "coordinated agency response that integrates carpool or express lane development and operations, adaptive ramp metering technology and operations, and ridesharing which can deliver meaningful commuter relief within a five year period and serve as a model that other highway corridors in the state can emulate.

Mullin expects that it will take more than one legislative session to flesh out the details of a bill to achieve the goals.

4. At the February 27th Dumbarton Policy Advisory Committee meeting, held at the Union City Council, the group of elected officials took steps toward restarting the stalled project, starting with the potential for service between Redwood City and Menlo Park. Unlike the Federal Government's requirements for additional funding, California doesn't have the same environmental review process conditions for seeking more money.

The PAC felt it would be possible to approve a smaller sub segment in an environmental review, and therefore the project could use available funding to restart a smaller initial project. The motion to move ahead was supported by all, but one of the policy committee members. The Fremont representative opposed it. However, supporters included the BART board member, which is significant because most of the funding, which was moved from the Dumbarton project, went to the BART Silicon Valley project.

5. The San Mateo County Transportation Authority is currently soliciting applications for its Citizen's Advisory Committee (CAC) to fill five positions, one position that has recently been vacated and four other positions that are expiring May 31, 2015.

As there are no term limits on the CAC, all current members have been advised that they are both welcome and encouraged to re-apply. Applications are due by April 3, 2015.

6. Menlo Park has recently hosted an informal community session on what to do about the safety problems at the Ravenswood/Caltrain crossing. Menlo Park has commissioned an updated study for a grade separation.

7. On Saturday, March 7, 2015, Transform will host its annual **Let's Get Moving Summit**. A hot topic will include discussions on how to improve the Bay Area's fragmented transit system. The Summit will be held from 9am - 4pm at De Anza College in Cupertino.

In Joe's report to the CAC, he advised that there are a series of meetings planned, with representatives from several agencies, in reference to the Highway 101 congestion. The goal is to develop and expedite an implementation strategy that will result in an effective and sustainable solution. He added that Mullin's bill focuses on the 48 mile stretch between San Jose and San Francisco of which more than half or 26 miles is in San Mateo County. He reminded the CAC that there is a lot of work ongoing within this stretch which includes 10 interchange reconstruction projects at various stages as well as an HOV and auxiliary lane project,

**Respectfully submitted,**

**BARBARA ARIETTA**

**Chair, San Mateo County Transportation Authority, CAC**