

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

**MINUTES OF APRIL 2, 2015**

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

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

Chair Karyl Matsumoto called the meeting to order at 5:05 p.m. and Rosanne Foust led the Pledge of Allegiance.

**CITIZENS ADVISORY COMMITTEE (CAC) REPORT**

Barbara Arietta, CAC Chair, reported on the meeting of March 31, 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

Motion/Second: Horsley/Canepa

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

**PUBLIC COMMENT**

Rich Hedges, San Mateo, said every city should be looking at enhanced infrastructure financing districts. There is a lot of creativity in putting funding together, including private and public partnerships. The threshold for public financing is 55 percent. He suggested the funding that is set aside for infrastructure for biotech be used for Caltrain stations, if the TA enters into a public/private partnership with a local biotech company.

**CHAIRPERSON'S REPORT – KARYL MATSUMOTO**

**Resolution of Appreciation to Director Rosanne Foust**

Chair Matsumoto presented a resolution of appreciation to Rosanne Foust, who resigned from the TA Board of Directors in March after more than 10 years of service.

Public Comment

Jim Bigelow, Redwood City/San Mateo County Chamber of Commerce, said the resolution has very accurate information. He said it has been a pleasure to work with Ms. Foust, and said she has come up with nice alternatives to a number of problems with transportation and other issues, and brings coalitions together for problem solving.

Motion/Second: Horsley/Nihart

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

Ms. Foust said this Board is extremely special and she has enjoyed working on it. She thanked the CAC and the staff for everything they do to make transportation better.

## **SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORTS**

The March 11 and April 1 reports are in the reading file.

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

Jim Hartnett, Executive Director, said a summary of the JPB meeting of April 2 is in the reading file. He said there was a wonderful presentation on rail service that emphasized enforcement, engineering and education on the use and safety of the railway. It was a demonstration of staff's commitment to safety and passion about involvement in the community. There was press coverage, and the public and Board appreciated the presentation.

## **REPORT OF THE EXECUTIVE DIRECTOR**

### **Proclamation Declaring April 9, 2015 Stand Up for Transportation Day**

Jayme Ackemann, Manager, Communications, said a nine Bay Area county coalition, along with the Metropolitan Transportation Commission (MTC), will be going to the Transbay Terminal in San Francisco at 1 p.m. April 9 to talk about the critical need for a long-term transportation funding bill and the investments needed now to modernize and improve the infrastructure.

Motion/Second: Nagel/Nihart

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

Mr. Hartnett reported:

- His theme to start his new position is communication. He will be communicating with and hearing from employees in the organizations, and internal and external stakeholders. The TA is a star in the county as a self-help agency.
- Staff is looking at the possibility of live streaming the meetings. It is clear that engagement and transparency with the public is an important value.

## **PROGRAM**

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

April Chan, Executive Officer, Planning and Development, said the Board last received a presentation on the South San Francisco ferry in June 2014.

Kevin Connolly, Manager, Planning and Development, Water Emergency Transportation Authority (WETA), presented:

- WETA Board ridership development actions included adding evening departures and increasing marketing focus in April 2013.
- In summer 2013, there were two Bay Area Rapid Transit (BART) strikes and a bridge closure, which increased ferry service usage.
- 2014 Customer Survey
  - Twenty-five percent have household incomes of \$200,000 or more
  - Twenty-one percent of riders have been riding in the last six months
  - To get to the ferry, 26 percent use a bike and 15 percent walk
- Of the 84 Genentech employees who live in Oakland and Alameda, 42 percent take the ferry.
- Average ridership out of South San Francisco for March was 518.

- The Harbor Bay service hit its 40 percent mark in year 14. Ridership level trends for the South San Francisco ferry mirror Harbor Bay's trends in the same year. Harbor Bay service increased as local development increased. Today, Harbor Bay has a 60 percent farebox recovery. There is a long list of approved development projects in South San Francisco. This will drive ridership growth of the South San Francisco ferry service.
- Marketing Plan
  - Sixty-eight percent of the riders learned about the service through their employer, 35 percent from a co-worker
  - This service is a destination service for South San Francisco and an origin service for East Bay, so the marketing approach is for East Bay residents.
- A fare increase was passed in the fall, including a 6 percent increase for South San Francisco service and a 3 percent increase for all services.
- Status Report
  - Positive trends
    - Increasing ridership
    - Increased exposure to potential customers
    - Efficient crew sharing, scheduling
    - Cost recovery improving
  - Service is still underutilized compared to level of operating cost
  - Foster ridership growth, explore cost efficiencies
- MTC has a 40 percent farebox recovery performance standard that should be achieved in three years. WETA believes three years is not a reasonable timeframe; many ferry services take five to 10 years to reach a stable state of ridership. Eliminating the South San Francisco service would impact the other services because the ferry service is a network system. A system-wide farebox recovery target is more appropriate.

Chair Matsumoto said Water Transportation Advocates (WTA), a stakeholder group, was told WETA is purchasing new ferries. If a ferry breaks down there are no spares. South San Francisco is working on way-finding signs, public service signs with reminders to take the ferry and other measures. She said if WETA wrote a letter to MTC requesting an extension and provided a plan, she has been told there would not be an issue with extending the timeframe. Mr. Connolly said WETA has met with MTC staff about the schedule and is asking for an extension with more certainty.

Chair Matsumoto asked if there is standing room only on the ferry. Mr. Connolly said the ferry only allows as many riders as there are seats.

Director Don Horsley said having three different transfers makes it difficult to increase ridership. He asked how close the service is to reaching 40 percent farebox recovery. Mr. Connolly said it is at 22 percent now.

Director Mary Ann Nihart asked what Harbor Bay ridership is into San Francisco. Mr. Connolly said it hit a record in March of about 600 one-way riders, and is reaching 94 percent of capacity. Sometimes with the Harbor Bay Ferry, people are not able to get on because the boat is at capacity. Part of the solution is using the South San Francisco crew to make extra trips.

Director Terry Nagel asked what the cost per passenger and the fare for the South San Francisco and Harbor Bay ferries. Mr. Connolly said the fare is \$7 for South San Francisco and \$4.75 for Harbor Bay. He said he does not know the cost per passenger.

Director Nagel asked when MTC's deadline is for reaching 40 percent farebox recovery. Mr. Connolly said it was this July, but MTC extended it to next July.

Director Nagel said it would be great to have a professional outreach plan with specific deliverables in the East Bay and in the South San Francisco region. She said this is an expensive service and she would think twice about funding another ferry if it does not get a good record of farebox recovery. Mr. Connolly said farebox recovery for the rest of the ferry system and the other lines is excellent and the second best in the Bay Area behind BART.

Director Nihart asked what the schedule reliability is. Mr. Connolly said it is about 99 percent, subject to mechanical breakdowns. WETA has a commitment to transport people by bus if the boat is not working.

Director David Canepa asked how seriously shuttle providers are considering providing ferries. He asked how it would affect the way WETA does business. Mr. Connolly said two years ago Google did a pilot ferry program to Redwood City, but thought it was too expensive. There is a model that could work with these companies and WETA continues to work with Google on it.

Director Carole Groom asked about plans to add capacity. Mr. Connolly said all boats need to get bigger, and there is a cycle to replace them over the next 10 years.

Director Groom asked if the tipping point of marketing has been reached. Mr. Connolly said Genentech's rate of hire tracks with the ferry ridership. As the commercial office space is developed, ridership will grow.

Director Nagel asked if there has ever been a breakdown where a trip was canceled, and what would happen if it did. Mr. Connolly said yes. WETA can deploy a charter bus to make the trip, or people can wait for the next boat.

Director Nagel said the county should have a strike force and work with private shuttles because of the uncertainty with Caltrain, and WETA should consider something like that as well. Mr. Connolly said the Vallejo service has a regular charter service to provide backup when the boat sells out.

Chair Matsumoto asked if there would be a greater demand west of Highway 101 where a shuttle service should be provided to get people to the ferry. Mr. Connolly said there are two shuttles, one that goes to BART and one to Caltrain.

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

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

#### State

The Caltrain Commuter Coalition is planning to travel to Sacramento to talk to policy makers about the need to advance capacity improvements on the Caltrain system.

Mr. Murphy said the Strategic Growth Council accepted the concept proposal for South San Francisco Caltrain Station improvements and the JPB was invited to submit a full application. Staff will encourage the third-party stakeholders to support the application.

#### Federal

No update.

Director Nihart said the City/County Associate of Governments (C/CAG) is taking a delegation to Sacramento to talk to members of the transportation committees about Cap and Trade issues and topics related to infrastructure. The undersecretary for transportation will be coming to the C/CAG retreat April 9.

### **REQUESTS FROM THE AUTHORITY**

None

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

Director Nihart said there is a need to address the stigma and the resources to increase integrated mental healthcare, so when a person goes to a primary care provider's office, mental health services are available. She said she commends everything that is being done and the JPB and others involved, but suicide is a bigger societal issue.

### **REPORT OF LEGAL COUNSEL**

Recessed to closed session at 6:11 p.m.

Reconvened at 6:29 p.m.

### **Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(a): Pacificans for a Scenic Coast vs. California Department of Transportation, Respondents and Defendants, and San Mateo County Transportation Authority and City of Pacifica, Real Parties in Interest and Defendants**

Joan Cassman, Legal Counsel, said the Board met in closed session to hear a report on a matter of litigation as noted. No action was taken.

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

May 7, 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 6:29 p.m.

# **TA CAC Chair's Report**

**April 2, 2015**

**(TA Item 4a)** The CAC reviewed the TA Board's Minutes of March 5, 2015, without questions or comments.

**(TA Item 4b)** After a brief Q and A session with Kathryn Watson, Treasury Manager, the CAC supported the action before the Board to accept of the Statement of Revenues and Expenditures for the period ending January 2015.

**(TA Item 6a)** Again, as in last month, this particular item was not on our CAC Agenda on Tuesday evening, but I would like to take a moment out at this time, on behalf of the entire CAC, to both extend our farewells and to also acknowledge the professionalism that our departing Director Rosanne Foust has brought to the table during her tenure on the TA Board for these past several years. During this time, Director Foust has proven herself to be a strong, effective leader, as well as a woman of substance, not only on our Board, but also in our community. Her caring, integrity and concern for the transportation needs of the residents of San Mateo County have contributed to making this TA Board one of the best public boards in this county, if not the best. And, it hasn't gone unnoticed that she has also never failed to acknowledge and express her appreciation vocally for the job that others have performed in carrying out their duties for the San Mateo County Transportation Authority , especially the TA-CAC, and, for that alone, the TA-CAC is extremely grateful.

So, let this be our turn to vocalize and express our great appreciation for the job that Director Foust has performed on the TA Board. She is truly one of a kind. We shall miss her deeply. And, it is with this sentiment that the CAC, wholeheartedly, supports the Resolution of Appreciation that will be given to Director Foust this evening. We wish her well in her future endeavors and compliment her on a job well done in her past endeavors.

Thank you so much, Rosanne, for all that you have contributed to the San Mateo County Transportation Authority!

**(TA Item 9a)** Pursuant to a brief overview by Shweta Bhatnagar, Government Affairs Officer, and with an in-depth understanding of the critical need to invest in our nation's transportation infrastructure, the members of the CAC unanimously supported the Proclamation Declaring April 9, 2015 Stand Up for Transportation Day, as well as additionally expressing their hopes that this display of public support, which will be joined by public transportation agencies throughout our country, will encourage greater Federal investment in public transportation infrastructure.

**(TA Item 10a)** Kevin Connelly, Manager of Planning and Development, for the Water Emergency Transportation Authority (WETA) gave the CAC a comprehensive presentation on the South San Francisco Ferry Transit Program which included information on: average daily ridership, feedback from customer surveys, current and proposed crew and vessel deployment between South San Francisco and Harbor Bay, fare box recovery statistics, upcoming South San Francisco Development and the WETA South San Francisco Marketing Plan.

While the CAC was pleased to hear that ridership is increasing and the cost recovery is improving they did express concerns regarding the amount of time now expected to achieve the targeted fare box recovery rate. We felt that WETA need to step up their marketing campaign to attract more riders and hopeful that the new planned development in SSF will be tapped as a source for additional riders.

**(TA Item 10b)** The CAC was given a thorough update on State and Federal Legislative Programs by Shweta Bhatnagar, who also advised the CAC about the \$5 million grant that the City of South San Francisco is applying for in regards to its renovation of its South San Francisco Caltrain station. After learning of this, the CAC voted to express their unanimous support of South San Francisco's application for grant funding for the renovation. We also proposed, if the Board thought it appropriate to work with staff to send a letter expressing the CAC's support that the grant be given to this project.

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

1. Our new Executive Director, Jim Hartnett, had recently called me to both initially introduce himself and to also express his thanks and appreciation to the CAC for the work that it has done and continues to do, as well as the diligence that it has displayed in its role as an advisory body to the Board of the San Mateo County Transportation Authority. He looks forward to working with us. The CAC was very pleased to hear the Executive Director's compliments and wishes him well in his new position.
2. On April 15, 2015 CALTRANS will resume construction activities to complete the remaining bridge and roadwork for the San Pedro Bridge Replacement Project on State Route 1 in Pacifica. The work will install a longer and higher bridge over the creek to provide capacity for the 100 year flood event. In addition, a class 1 multi-purpose path will be added along its eastern side. Literally thousands of the coastside's business and pleasure drivers that travel State Route 1 will be extremely happy to hear that this new bridge will be completed by this fall, with the temporary detour expecting to return to State Route 1 in the same month.

3. On Saturday, April 4, 2015, a ceremony honoring Ollie Mayer and her contributions to preserve the San Mateo County coast will begin at 1pm at the Northern Overlook of Devil's Slide.

Ollie Mayer helped voice concerns with the proposal of a by-pass over Montara Mountain and was involved in the effort to create a tunnel through the mountain itself. The Devil's Slide Trail exists today, in part, because of her work to preserve the environment and quality of life along San Mateo County's coastline. Due to extremely limited parking, transportation to the event will be handled by shuttles and regular SamTrans bus service to that area.

4. The Metropolitan Transportation Commission (MTC) has recently released its first freeway congestion report since 2009. It has now ranked U.S. Highway 101 northbound from Woodside Road to Hillsdale Boulevard as the tenth most congested area in the Bay Area, reflecting the peninsula's economic resurgence. The MTC defines "congested delay" as the time spent in traffic moving at speeds of 35 mph or less.

The local Bay Area congested delay has risen 18 percent in 2013 from the results in 2012. This marks the Bay Area's highest level of congested delay in at least 15 years and a 37 percent increase over commuter delays in 2010, at the nadir of the region's recession fueled traffic break.

And, speaking to the anticipated increase of local congested delay in San Mateo County alone, last week our County Supervisor and former CAC member, Dave Pine, was quoted as saying, "Think our roads in San Mateo County are crowded now? Wait until approximately 17.2 million square feet of commercial/office development that is in the pipeline over the next four years is completed in this county!"

5. The most recent statewide Field Poll probed voter attitudes on transportation problems and solutions, in particular. Specifically, it asked voters whether the state should be spending more on road maintenance, and, if so, how should it go about paying for it?

There was some encouraging news for our region. Bay Area voters showed 68% support and 29% opposition, which is above the 2/3rds constitutional threshold required for passage of a special tax. The MTC has long possessed the authority to ask Bay Area voters to consider imposing a regional gas tax for transportation purposes, but it hasn't done so yet because the polling results were always so unfavorable. Steve Heminger, Executive Director of the MTC has recently stated that in light of such polling results, the MTC should reconsider the possibility of imposing such a tax...perhaps, a "Pennies for Potholes" ballot measure is in our near future.

6. On May 14, 2015, the Bay Area will celebrate the 21st anniversary of Bike to Work Day with a nine-county wide party on wheels. Held during National Bike Month, Bike to Work Day is one of the region's premier bicycling events.

In Joe's report to the CAC, he advised that he is participating in a series of meetings with Caltrain, the VTA, and the MTC about the various strategies to address congestion on the 101 corridor. He also gave the CAC an update on the Ithe Calera Parkway Project. In concluding his remarks, Joe thanked our outgoing CAC member Doris Maez, who is leaving the CAC after 17 years of service to the TA She will be relocating to Santa Clara County. Doris has both served faithfully and brought to the CAC her particular brand of expertise, based on her unique scientific background. She contributed greatly to the CAC and we shall miss her.

**Respectfully submitted,**

**BARBARA ARIETTA**

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