

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

MINUTES OF AUGUST 6, 2015

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

STAFF PRESENT: J. Averill, J. Cassman, A. Chan, B. Fitzpatrick, G. Harrington,
J. Hartnett, C. Harvey, J. Hurley, A. Ly, M Martinez, N. McKenna,
S. Murphy, M. Simon, J. Slavitt

Chair Karyl Matsumoto called the meeting to order at 5:02 p.m. and Josh Averill, Assistant District Secretary, led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Barbara Arietta, CAC Chair, reported on the meeting of August 4, 2015 (see attached).

Director David Canepa arrived at 5:05 p.m.

APPROVAL OF CONSENT CALENDAR

- Approval of Minutes of June 4, 2015
- Acceptance of Statement of Revenues and Expenditures for May 2015
- Information on Statement of Revenues and Expenditures for June 2015
- Authorize Adoption of the Appropriations Limit for Fiscal Year (FY) 2016 in the Amount of \$617,329,031
- Authorize Approval and Ratification of the FY2016 Insurance Program with Wells Fargo Insurance Services at a Total Cost of \$230,464

Motion/Second: Horsley/Groom

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

Absent: Nihart

PUBLIC COMMENT

Gil Anda, Burlingame, said he used to live in Pacifica and his family owns lots that would be purchased if the Calera Parkway Project goes forward. He said five years ago a Final Environmental Impact Report was completed, but was followed by a lawsuit. The city council voted to remove the description of the project from their Capital Improvement Plan in their General Plan. He is concerned that the TA will lose funding for the project while the lawsuit goes on and the public debates it.

Jim Bigelow, Redwood City/San Mateo County and Menlo Park Chambers of Commerce, said he supports the allotment to the Peninsula Congestion Relief Alliance (Alliance) and the funding for Caltrain Modernization (CalMod) and asked the Board to support them. He urged the Board to support the subordination agreement with Legacy Partners.

NOMINATING COMMITTEE REPORT FOR THE CITIZENS ADVISORY COMMITTEE (CANEPA, HORSLEY)

Director Don Horsley said CAC member Jim Bigelow resigned. The nominating committee interviewed CAC applicants on April 23 and after filling the open positions, 10 applications remained on file. He nominated Jeanette Ward of El Granada to fill the vacancy.

Motion/Second: Horsley/Groom

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

Absent: Nihart

CHAIRPERSON'S REPORT – KARYL MATSUMOTO

Certificate of Appreciation to Outgoing CAC Member Jim Bigelow

Chair Matsumoto presented a Certificate of Appreciation to Mr. Bigelow and thanked him for a job well done after 23 years of service on the CAC.

Director Mary Ann Nihart arrived at 5:23 p.m.

SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

The August 5 report is in the reading file.

PENINSULA CORRIDOR JOINT POWERS BOARD (JPB) REPORTS

The July 2 and August 6 reports are in the reading file.

REPORT OF THE EXECUTIVE DIRECTOR

Proclamation Recognizing the 25th Anniversary of the Americans with Disabilities Act (ADA)

Chuck Harvey, Deputy CEO, said staff is asking the Board to adopt this proclamation in honor of the 25th anniversary of the ADA. This Board had the wisdom, before ADA was passed, to put together a fund for the provision of paratransit service. The TA has been a wonderful contributor to the Redi-Wheels and RediCoast services as well as other senior mobility initiatives.

Motion/Second: Nagel/Johnson

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

Jim Hartnett, Executive Director, said:

- San Mateo County Transit Police deputies Lance Whitted and Erik Rueppel rescued a driver who crashed his car through the barrier and onto the tracks in Sunnyvale. The deputies will be recognized at the next JPB meeting.
- The Broadway/Highway 101 Interchange Project is making progress. The TA provided \$51 million in Measure A funds.
- The Route 1 San Pedro Creek Bridge Project received \$5.3 million in TA Measure A funds. This project has made significant milestone achievements.

Director Horsley asked if the Route 1 San Pedro Creek Bridge Project is on track to be finished before this winter. Joe Hurley, Director, TA Program, said this project is scheduled to be completed in October.

PROGRAM REPORT: ALTERNATE CONGESTION RELIEF

John Ford, Executive Director, Commute.org, presented:

- Commute.org (formerly known as the Alliance) Overview
 - San Mateo County's Transportation Demand Management (TDM) agency
 - Focus: reduce the number of single-occupancy vehicles traveling to, through, or from San Mateo County
 - Board of Directors: 17 cities and county
 - Supervisory Committee: eight members
- Strategic Plan Update
 - Retain structure of 2010 Strategic Plan
 - Elevate shuttles to program level
 - Technology is integral to agency success
 - Top-down focus on employer outreach
 - Redesign incentives to incorporate new alternatives
 - Expand partnerships beyond those in the original plan
 - Use annual surveying to measure single-occupancy vehicle and mode shift
- FY2015 Work Plan
 - Follows the format of the Strategic Plan and becomes the basis for the scope of work documents with funding partners
 - Serves as a report card showing results of goals and objectives over several years
 - Includes employers, shuttles, commuters, public/private partnerships, and agency development program areas
 - The number of employees at active employers has grown over the last four years and the target for FY2015 is 120,306
 - Employer outreach included a Breakfast with Transportation Champions, the Bay Area Commuter Benefits Program, and Telework and Flex-schedules Toolkit
 - Shuttle program: ridership has grown over the last four years and the target for FY2015 is over 579,000
 - Commuter incentives include carpool, vanpool, Try Transit, and campaigns
 - Caltrain is the number one commute alternative choice followed by carpool
 - Key initiatives
 - Shuttle service contract transition
 - Guaranteed Ride Home Program
 - San Mateo County compliance with the Bay Area Commuter Benefits Program
 - Mobility-as-a-service partnerships
 - Commute mode survey
 - Website release and expansion
- Budget – Revenue:
 - TA shuttle grants: 39 percent
 - TA Measure A: 12 percent
 - Metropolitan Transportation Commission outreach: 2 percent

- City/County Association of Governments (C/CAG) Assembly Bill (AB) 434: 13 percent
- C/CAG congestion relief: 14 percent
- Shuttle consortium funding: 19 percent
- Budget – Expenses:
 - Shuttle operations: 57 percent
 - Employer programs: 16 percent
 - Commuter programs: 10 percent
 - Public/private partnerships: 8 percent
 - Administration/agency development: 9 percent

Director Cameron Johnson said it is difficult to connect Commute.org's programs and statistics with whether Commute.org is getting people out of their cars and accomplishing its mission. Not many employees take advantage of employer incentives and very few people are converted from driving to taking alternative means. He asked if Commute.org is achieving its goals. Mr. Ford said no, Commute.org is not converting people at the rate he would like and the programs have not been successful at driving the rate below 70 percent. Commute.org has done a good job of keeping the rate where it is or encouraging new people who come into the workplace to try alternatives.

Director Johnson asked how Mr. Ford could know that. Mr. Ford said by survey. He said he is required to gather and analyze that information and tweak the program if it doesn't work. The Bay Area Commuter Benefits Program mandates employers do something with Commute.org's support. He said one way to solve it is to charge for parking.

Director Johnson said providing people with information and small incentives does not change behavior, but providing a cost may. He said the statistics about surveying people that Mr. Ford cited were valuable because it shows if the money being spent is achieving the goals.

Director Nihart asked if the new website will link Commute.org shuttles to other service maps or other routes. Mr. Ford said the current website has a trip planning tool, which shows all the shuttles and how they connect to other transit. The Commute.org shuttles are part of the Google Transit Planner, which is the number one tool used by riders.

Director Terry Nagel asked if there is a difference in the patterns of commutes since commuters have to commute longer to keep their jobs. She said in last three years, San Mateo County created 40,000 jobs, but only 3,000 more housing units. Mr. Ford said the shoulders of the commute are getting worse as people try to avoid rush hour, and more employees are coming in from across the Bay. There may be an opportunity there for focused carpooling.

Director Nagel asked if Mr. Ford thought of using Code for America to integrate some of the technology into the Commute.org programs. Mr. Ford said he tries to use things that are already made and off the shelf.

FINANCE

Authorize Allocation of \$435,000 in New Measure A Alternative Congestion Relief Funds to the Peninsula Traffic Congestion Relief Alliance to Support the Countywide Congestion Relief Program for FY2016

Joel Slavitt, Manager, Programming and Monitoring, said per the Transportation Expenditure Plan, 1 percent of Measure A funds is set aside for alternative congestion relief. Commute.org has historically received allocation from this source to fund its commuter alternative programs. Approval of this request will enable Commute.org to continue to receive Measure A funds through FY2016 and the funds are already included in the budget.

Director Johnson asked why none of the money may be used for shuttle operations. Mr. Slavitt said there is a separate program that provides funds for shuttles.

Motion/Second: Canepa/Nagel

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

Authorize Allocation of \$14,240,000 in New Measure A Funds and \$12,927,000 in Original Measure A Funds to the San Mateo County Transit District (District) for Application Towards the Caltrain Program Category and the Paratransit Program Category

Andy Ly, Manager, Budgets, said of the \$14 million in New Measure A funds, \$5 million will be applied toward Caltrain's Capital Improvement Program, \$6 million to support Caltrain's operating costs, and \$3 million to the District's Paratransit Program. The \$13 million of Original Measure A funds will go toward the Early Investment Strategy of the CalMod Program.

Motion/Second: Canepa/Nihart

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

Authorize Execution of Subordination and Non-Disturbance Agreement with Legacy Partners Residential, LLC in Support of the San Carlos Transit Village Project

Brian Fitzpatrick, Manager, Real Estate and Property Development, said this is the vacant property on which the San Carlos Transit Village will be built. In 2007, the TA Board authorized the sale of the property to the District in order to allow the District to pull together the property necessary to create a transit-oriented development in San Carlos. As part of the sale, the TA held back a loan in the amount of \$4.3 million for the property. Now that the development is moving forward, the developer needs to get loans to move the project forward, which requires the TA to enter into a subordination and non-disturbance agreement to allow the loan to be underwritten. If the TA needs to foreclose against the District for nonpayment, this agreement will allow the ground lease between the District and the developer to remain in place and it allows the TA to collect rental payments.

Motion/Second: Horsley/Johnson

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

Authorize Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2015

Carlos Oblites, Director, PFM Asset Management, said throughout the quarter there were improving economic conditions such as real estate, consumer spending, consumer sentiment and a drop in the unemployment rate, contrasted with global economic uncertainty, mainly driven by the concerns about Greece and negotiations with its international creditors. These issues have left uncertainty as to when the Federal Reserve is going to raise rates. As a result of this, yields for maturities rose only modestly in the two- or three-year range and ended up higher by nine and 12 basis points, respectively, while yields in the intermediate and longer maturities out to the five- and 10-year range ended up by 28 and 43 basis points, respectively. This means that as rates rise, the value of the underlying investments fall. The portfolio duration was positioned more conservatively. The portfolio outperformed the benchmark by 13 basis points at the end of June. The strategy going forward is to monitor the market to look for an attractive time to add duration to the investments.

Motion/Second: Canepa/Nihart

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

PROGRAM

Update on the Highway Capital Improvement Program (CIP)

April Chan, Executive Officer, Planning and Development, presented:

- Highway Program
 - Per the voter-approved Expenditure Plan, 27.5 percent of Measure A revenue is dedicated for the Highway Program
 - 17.3 percent for Key Congested Areas (KCA)
 - 10.2 percent for Supplemental Roadways (SR)
 - The 2011 Short-Range Highway Plan (SRHP) and 2014 Measure A Strategic Plan call for the development of a Highway CIP
- Highway CIP Goals
 - Assessment of projected costs versus revenue
 - Provide context for funding decisions
 - Identify key issues and present policy considerations
- Development Process
 - Conducted a best practices review
 - Reviewed SRHP
 - Generated a list of projects with schedules and costs
 - Updated revenue projections
- CIP Summary
 - Costs
 - Ten-year identified costs
 - KCA projects: \$327.8 million
 - SR projects: \$945.9 million
 - Total: \$1.274 billion
 - Pre-construction: 11 percent
 - Right of way and construction: 89 percent
 - SRHP funding benchmarks
 - Pre-construction: 20 percent

- Right of way and construction: 80 percent
- Funding
 - Ten-year funding projections
 - Measure A: \$362.2 million
 - Other funds: \$268.4 million
 - Total: \$630.6 million
- Shortfall
 - Ten-year summary
 - KCA project shortfall: \$23.6 million
 - SR project shortfall: \$619.5 million
 - Total: \$643.1 million
- Findings
 - Costs versus funding
 - Needs far outweigh projected funding
 - Available Federal and State funding sources are declining
 - Program imbalance
 - Timing of needs
 - Need to relieve increasing levels of congestion now
 - 93 percent of funding needed by 2021
 - \$616 million projected over remaining life of Measure A
 - Fewer funds will be available for future funding cycles
 - Large projects
 - Five pipeline projects account for 69 percent of the total \$1.274 billion in project costs
- Policy Considerations
 - Consider match requirement in the future
 - Lobby to increase funding sources
 - Monitor split of KCA/SR funding awards and make adjustments
 - Prepare countywide needs assessment and prioritize
 - Emphasize the completion of pipeline projects
 - Retain the 20 to 80 percent pre-construction and right of way and construction activity funding benchmark ratio
 - Consider use of bond financing
- Next Steps
 - Review draft plan with Board, CAC, and C/CAG Technical Advisory Committee
 - Board subcommittee to review and discuss policy options
 - Board reviews draft highway recommendations
 - Board action regarding Highway CIP policy options and call programming

Director Canepa asked if the TA has done this in the past. Ms. Chan said the current Measure A started in 2009, and since then the Board had one CFP and allocated funding in 2012. When the Board approved the SRHP, they decided that when more information about projects in planning or design stages becomes available, staff would need to put together a CIP, so this is the first time.

Director Canepa asked if the TA reached out to cities. Ms. Chan said staff reached out to cities through the public works directors and through C/CAG and project sponsors.

Director Nihart asked if staff thought about prioritizing based on bang for the buck. Tough decisions are going to be made going forward and she would like a set of criteria in advance to think about how to prioritize projects to spend funding. She said some projects probably improve roadways more than others. There are not enough funds for every project.

Director Nagel asked if criteria should include addressing the problem of traffic congestion, speed that the project could be completed, and the funding benchmarks. Ms. Chan said criteria were set up for individual calls for projects for evaluating projects, but she is now talking about higher level prioritization.

Chair Matsumoto said the Board will have to make important policy decisions, so she created an ad hoc committee that will meet three to four times. She said Directors Carole Groom and Johnson agreed to serve with her on the subcommittee.

Director Nihart said projects that get submitted always get rated, but she wants to look at the county from a higher level and think strategically where improvements need to be concentrated across the county. She said maybe some best places haven't come forward with a project.

Mr. Hartnett suggested the Board consider advancing large projects by way of bonding instead of waiting for money to come in. He said another consideration is when to go out again for an updated Measure A. He said as the Board sets priorities and considers potential advancement of projects, there is substantial discussion in the private marketplace as to whether there may be public/private partnerships to help advance projects. There is a great desire in the private sector for major employers to have more immediate congestion relief on Highway 101. There are ways to quicken a process, but there are legal requirements that take time, and there are opportunities to involve the private sector if they are led by the public representatives.

Director Nagel said she would like the subcommittee to consider the housing impact fee for employers because the transportation problem has been created in part by the new jobs on the Peninsula and commercial construction. She said maybe there should be a traffic impact fee.

Chair Matsumoto said South San Francisco had a traffic impact fee that helped pay for the Oyster Point Flyover.

Public Comment

Gil Anda, Burlingame, said he is very concerned that the TA might lose the funding for the Calera Parkway Project. The project is tied up with lawsuits. He asked the Board to bear with Pacifica and keep the funding alive.

Update on State and Federal Legislative Program

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

State

Assembly Bill 464 (Mullin) was vetoed. This would have increased the local sales tax threshold from 2 to 3 percent for jurisdictions, counties, and cities, and would have provided the additional capacity to work with when the time comes for a reauthorized Measure A.

The special session on transportation will cover the dwindling State money that has been available for projects funded by the TA. There are three primary proposals, all of which rely on a combination of increased gas tax or vehicle registration fees, and would fund different elements of maintenance on the State highway system, capital improvements, the Statewide Transportation Improvement Program, and local streets and roads.

There is a desire by some members of the Legislature to include funding for transit in the special session.

Federal

A three-month extension was signed into law for authorization of Federal highway programs. There is no new funding. A six-year bill was passed by the Senate and will be considered by the House. It does not have new funding; Congress will try to find revenues to maintain existing funding levels. A longer-term bill, even if it does not increase funding, will provide more reliability.

The six-year bill includes funding for Federal Transit Administration Core Capacity. Caltrain applied for this program to help resolve the budget gap. Legislative delegates committed to work on getting the electrification project into the president's budget next year.

REQUESTS FROM THE AUTHORITY

None.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

DATE AND PLACE OF NEXT MEETING

September 3, 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

REPORT OF LEGAL COUNSEL

Joan Cassman, Legal Counsel, said there are four items to be discussed in closed session.

Recessed to closed session at 6:48 p.m.

Reconvened at 7:13 p.m.

Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pacificans for a Scenic Coast, Pacificans for Highway 1

Alternatives, and Center for Biological Diversity vs. Federal Highway Administration, California Department of Transportation, Malcolm Dougherty, U.S. Fish and Wildlife Service, National Park Service, U.S. Army Corps of Engineers, San Mateo County Transportation Authority and City of Pacifica. Case No. 3:15-cv-02090-LB

Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): 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. Case No. CIV 523973

Conference with Legal Counsel – Existing Litigation (Government Code §54956.9(d)(1)): San Mateo County v. Robert Wadell and Angela Bramble (San Mateo Superior Court Case No. CIV 522021)

Ms. Cassman said the Board received reports about the status of the first three matters and no action was taken.

Conference with Legal Counsel – Existing Litigation (Government Code §54956.9(d)(1)): San Mateo County v. Northwest Dealerco LLC, et al. (Golshan Westphal) (San Mateo Superior Court Case No. CIV 521836)

Ms. Cassman said the Board has considered a proposal to settle the matter and the only remaining issue is the goodwill claim of Westphal. The Board has been presented with a proposal to settle the claim in an amount not to exceed \$475,000.

Motion/Second: Horsley/Johnson

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

The meeting adjourned at 7:15 p.m.

TA CAC Chair's Report

August 6, 2015

Good evening Madame Chair and Members of the Board.

Before we began our CAC meeting on Tuesday, we had the pleasure of welcoming our latest additions to the CAC, one new member, Olma O'Neill and one returning member, Paul Young. They both shared with us a brief description of their background. The CAC is looking forward to working with them and believes that, like our other recent appointees, both Olma and Paul will greatly contribute to the skills and strengths of our committee. Again, we thank the TA's Nominating Committee for their selection.

In reference to the staff presentations and actions taken at Tuesday's meeting, I have the following to report:

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

(TA Item 4b) The CAC supported the action before the Board to accept the Statement of Revenues and Expenditures for May 2015, without questions or comments.

(TA Item 4c) Joe Hurley, advised the CAC that, due to the Finance Department being engaged in several activities following the end of the June 30 fiscal year, both to close out the old fiscal year and set up the new fiscal year, staff will present the Statement of Revenues and Expenses for June to the CAC at it's November 3rd meeting.

(TA Item 4d) The CAC supported the Adoption of the Appropriations Limit for Fiscal Year 2016 in the Amount of \$617,329,031.

(TA Item 4e) The CAC supported the Approval and Ratification of the Fiscal Year 2016 Insurance Program with Wells Fargo Insurance Services at a Total Cost of \$230,464, without questions or comments.

(TA Item 10a) The CAC supported the Board's adoption of the Proclamation celebrating the 25th anniversary of the passage of Americans with Disabilities Act (ADA).

(TA Item 11) We received a highly informative presentation on the Program Report and FY 2015-2016 Work Plan of Commute.Org from John Ford, Executive Director of Commute.Org. The presentation covered the agency's program focus, illustrating it's key statistics and targets, as well as its major initiatives and funding profile.

The CAC was interested to hear that the application of "technology in trip planning" will be the ultimate help in dealing with the traffic congestion issues that Commute.Org addresses. It was also pleased to learn that shuttle ridership is at an all-time high and was pleased to hear that it was expected to go even higher in the not too distant future..

(TA Item 12a) The CAC voted to support the Allocation of \$435,000 in New Measure A Alternative Congestion Relief Funds to the Peninsula Traffic Congestion Relief Alliance to Support the Countywide Congestion Relief Program for Fiscal Year 2016.

(TA Item 12b) The CAC supported the Allocation of \$14,240,000 in New Measure A Funds and \$12,927,000 in Original Measure A Funds to the San Mateo County Transit District for Application Towards the Caltrain Program Category and the Paratransit Program Category.

(TA Item 12c) Following a detailed presentation and informative Q and A session delivered by Brian Fitzpatrick, Manager of Real Estate and Property Development, the CAC voted to support the Execution of Subordination and Non-Disturbance Agreement with Legacy Partners Residential, LLC in support of the San Carlos Transit Village Project.

(TA Item 12d) The CAC supported the Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2015, without questions or comments.

(TA Item 13a) An excellent overview of the Measure A Highway Capital Improvement Program (CIP) for FY2016-FY2025 was given to the CAC by Joel Slavitt, Manager of Programming and Monitoring. The presentation included the background on the highway program, the CIP goals, the development process, and the CIP summary, along with the findings, policy considerations and the next steps for the program.

Based upon learning that the CIP Summary identified a \$619.5 million shortfall in the Projected \$1.274 billion future project costs, members of the CAC commented on the previous percentages of match requirements and what future percentages might be necessary to employ in future funding cycles, as well as the potential need for future lobbying to increase external funding sources, along with the

prioritization of "hot-spots" throughout the county, based on the greatest regional priorities. The CAC agreed that future project spending will call for many difficult decisions to be made, as project needs far outweigh project funding.

(TA Item 13b) The CAC received a comprehensive update on the State and Federal Legislative Program from Shweta Bhatnagar, Government and Community Affairs Representative. The CAC was also given information on the California Strategic Growth Council's Affordable Housing and Sustainable Communities Program, as well as information on the results of the latest Cap and Trade revenue distributions for 28 projects in 19 counties throughout the state. The CAC was disappointed to hear that South San Francisco's Caltrain Station Improvement Project was not selected for an award.

CAC Chair's Report:

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

1. Once again the CAC is experiencing a loss of "institutional knowledge" within our ranks, however, this time, perhaps, it might be the most sizeable loss of all...I am speaking about the retirement of Jim Bigelow from the CAC. Jim has been a stalwart member and leader on the CAC since 1988. He actually worked on the first draft of Measure A in 1986, which, unfortunately, did not pass the first time around, but then Jim continued to work on Measure A in 1988, which did pass and proceeded to work on the Renewed Measure A in 2004, which also passed...

The skills and knowledge that Jim brought to our Citizen's Advisory Committee were immeasurable. Having been involved in transportation matters for over 30 years, Jim has been a consultant, as well as an advocate for transportation and housing developments before a variety of public agencies in the San Francisco Bay Area. I have often referred to Jim as one of our "Senior Statesmen", if not our best "Senior Statesman". His knowledge is encyclopedic. His approach to problem solutions even-keeled and well thought out.

He truly has been an active player in all transportation modes, including aviation, land use, general plan revisions, specific plans, and precise plans within the county, region and state levels, having completed 50+ years participation in such matters, including his 25 plus years on the San Mateo County Transportation Authority's CAC. How does one replace such a person? Jim Bigelow will always be one of those brilliant colleagues who will eventually be succeeded, but never truly replaced. We wish him well and know that the State of Nevada, whose economy deals quite a bit with the element of the "luck" of others, is going to experience some "luck" of its own... when Jim Bigelow arrives.

2. I also advised the CAC about the upcoming Caltrain CAC meeting of August 19th wherein the Caltrain staff is scheduled to present information on how service levels are decided, when changes are made and what factors are involved. I invited them to attend and share their ideas about potential schedule improvement ideas and suggestions that could be made prior to electrification.

CAC Staff Report:

In Joe's report to the CAC, he advised us of all of the attention that congestion on the Hwy 101 corridor in San Mateo County is getting, which now ranks amongst the top 10 most congested roads in this Bay Area. He stated that there is no single solution to alleviating the current traffic congestion that. It will require considering a variety of approaches to do so. He advised that the introduction of Assemblyman Mullin's AB 378 bill has help bring stakeholders together to discuss strategies to address the problem.

Joe also welcomed our two new members and expressed his own personal farewell to Jim Bigelow.

Respectfully submitted,

BARBARA ARIETTA

Chair, San Mateo County Transportation Authority, CAC