

**CITIZENS ADVISORY COMMITTEE (CAC)**  
**SAN MATEO COUNTY TRANSPORTATION AUTHORITY (TA)**  
1250 San Carlos Avenue, San Carlos CA 94070  
Bacciocco Auditorium, 2<sup>nd</sup> Floor

**MINUTES OF MAY 3, 2016**

**MEMBERS PRESENT:** B. Arietta (Chair), D. Bautista, J. Fox, R. Hedges, J. Londer,  
P. Rosenblatt, S. Scruggs, L. Shaine, J. Ward, W. Warhurst, P. Young

**MEMBERS ABSENT:** O. O'Neill, L. Simonson

**STAFF PRESENT:** J. Averill, S. Bhatnagar, A. Chan, C. David, S. Gaffney, J. Hurley,  
J. Slavitt

Chair Barbara Arietta called the meeting to order at 4:32 p.m. and Larry Shaine led the Pledge of Allegiance.

**APPROVAL OF THE APRIL 5, 2016 MEETING MINUTES**

Motion/Second: Hedges/Bautista

Ayes: Bautista, Hedges, Rosenblatt, Scruggs, Shaine, Ward, Warhurst, Young, Arietta

Absent: Fox, O'Neill, Simonson

Abstain: Londer

**PUBLIC COMMENT**

None

**ITEMS FOR REVIEW – MAY 5, 2016 TA BOARD MEETING**

**Acceptance of Statement of Revenues and Expenditures for March 2016 (TA Item 4b)**

Motion/Second: Rosenblatt/Bautista

Ayes: Bautista, Hedges, Londer, Rosenblatt, Scruggs, Shaine, Ward, Warhurst, Young,  
Arietta

Absent: Fox, O'Neill, Simonson

**Authorize Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2016 (TA Item 10a)**

Leslie Murphy, PFM Asset Management, said the U.S. Gross Domestic Product grew 1.4 percent in the fourth quarter and 2.4 percent for the year. Economic growth continues to be fueled by consumer spending while business and investment exports continue to be a drag. The job market continues to perform well with unemployment around 5 percent and job growth continuing. The economy added 215,000 jobs in March, which marked 73 consecutive months of job growth. The first few months of 2016 were marked with some significant volatility mostly attributed to plunging oil prices and a slowdown in the Chinese economy. This uncertainty caused a flight to quality. This means investors became concerned about the financial markets and decided to sell off riskier assets like corporate stocks and bonds and buy up U.S. treasuries and Federal agencies instead. This was good for the TA's portfolio because the treasuries and agencies in the portfolio increased in value.

Ms. Murphy said in December, the Federal Reserve indicated they expected to see four rate increases in 2016, but in March downgraded that expectation to two rate hikes, so it looks like low rates will continue to for some time.

John Fox arrived at 4:40 p.m.

Ms. Murphy said for the first quarter, the portfolio generated an unannualized return of 0.98 percent compared to a return of 1.33 percent for the benchmark. During the quarter, she continued to see strong value in the treasury sector. At the end of the quarter, the TA portfolio had an 82 percent allocation to U.S. treasuries. This is a quarter-over-quarter increase of 11 percent.

Ms. Murphy said she will continue to look for opportunities to increase the interest earnings in the portfolio. In mid-April she purchased about \$1.1 million worth of a new issue Federal agency mortgage backed security at a yield of 0.99 percent. This represents about double the earnings on a comparable maturity U.S. treasury.

Mr. Shaine asked what impact the presidential election will have on the investments. Ms. Murphy said even though the Federal Open Market Committee is independent of the party in the White House, they won't increase rates around the election. If they don't increase rates by September, they will probably hold off until December.

Mr. Shaine asked what legal restrictions there are in terms of investments. Ms. Murphy said written into California government code are the investment limits. The TA can invest in treasuries, agencies, up to 30 percent corporate securities rated A or better, 25 percent commercial paper, and municipal securities if they are issued by statewide issuers. She said she has been working on updating the investment policy because the TA is not using all of these sectors in the portfolio.

Motion/Second: Rosenblatt/Bautista

Ayes: Bautista, Hedges, Londer, Rosenblatt, Scruggs, Shaine, Ward, Warhurst, Young, Arietta

Absent: Fox, O'Neill, Simonson

### **Preliminary Fiscal Year (FY) 2017 Budget (TA Item 10c)**

Shannon Gaffney, Interim Manager, Treasury, presented:

- FY2017 total revenues is projected to be \$87.2 million, a \$3 million increase over FY2016
  - Sales tax: \$83 million
  - Interest income: \$3 million
  - Rental income: \$1.2 million
- Total annual allocations: \$30.3 million
  - Local streets/transportation: \$18.7 million
  - Caltrain improvements – operating: \$6.6 million
  - Accessible services/paratransit: \$3.3 million
  - San Francisco International Airport Bay Area Rapid Transit extension: \$1.7 million

- Total program expenditures: \$69.5 million
  - Alternative congestion relief: \$0.8 million
  - Dumbarton: \$0.3 million
  - Caltrain: \$6.6 million
  - Pedestrian and bicycle: \$2.5 million
  - Local shuttle: \$10.5 million
  - Streets and highways: \$48.8 million
- Total FY2017 expenditures: \$102.5 million
  - Annual allocations: \$30.3 million
  - Program expenditures: \$69.5 million
  - Oversight: \$1.2 million
  - Administration cost: \$1.5 million
- Total expenditures increase: \$29 million
  - Annual allocations increased \$1.1 million
  - Program expenditures increased \$27.7 million
  - Administrative increased \$0.2 million
- FY2017 projected ending fund balance: \$464.4 million
  - Projected beginning fund balance: \$479.7 million
  - Projected deficit: \$15.3 million

Shaunda Scruggs asked what the source of rental income is. Ms. Gaffney said there are some properties purchased by the TA along the Caltrain right of way that have businesses on them, and the rent that accrues from those businesses goes to the TA.

Rich Hedges asked if the TA owns the land where the San Carlos Transit apartments are planned. Joe Hurley, Director, TA Program, said the land was purchased for the Holly Street Grade Separation Project and title was transferred to the San Mateo County Transit District.

Mr. Hedges asked if the land is being leased or sold to the developer. Mr. Hurley said it is being leased.

Jeff Londer asked how much Original Measure A money is still available and why that money is not spent first. Ms. Gaffney said the Measure is bounded by the Transportation Expenditure Plan that dictates how the money can be spent.

Mr. Hurley said if there is opportunity to draw down the Original Measure A, the TA will do so before tapping into New Measure A. If a project was not eligible in the Original Measure A, New Measure A money must be used. A semi-annual report is provided to the Board and CAC that shows the balance of the Original and New Measure A for the various programs.

Mr. Shaine asked what the cities can expect as a percentage increase on the Streets and Highways program. Mr. Hurley said 22.5 percent of the money goes to local jurisdictions, and if the sales tax revenue increases there would be a proportional increase to the cities. The population and miles of roads are assessed and updated on a regular basis and adjustments are made to the proportional distribution .

### **Program Report: Highways – 101 Corridor Managed Lanes (TA Item 11a)**

Mr. Hurley said Leo Scott is a consultant who is tasked with representing both the TA and the City/County Association of Governments (C/CAG) and moving this project forward.

Leo Scott, Consultant, presented:

- Highway 101 corridor profile
  - 26 miles from county line to county line
  - 230,000 trips per day makes it very congested
- Highway 101 corridor deficiencies
  - Congestion doubles travel time during the peak periods
  - Demand is projected to grow 10 to 15 percent by 2020
- Background
  - The original project study report approved in May 2015 was for a high-occupancy vehicle (HOV) lane extension from Whipple Avenue up to the Interstate 380 interchange
  - In October 2015, the TA Board approved \$8.5 million for an environmental analysis and clearance of that project
  - In May 2016 a supplemental project study report was prepared to expand the scope of the project to include express lanes and the document is with Caltrans for approval
- General purpose lane versus managed lane
  - General purpose lane: uncontrolled operation of the lane
  - Managed lane: HOV, hours of operation, occupancy requirements, points of access, enforcement
  - Express lane: High occupancy toll (HOT), hours of operation, occupancy requirements, points of access, enforcement, toll charged to non-HOV drivers, operations and maintenance cost toll administration
- Purpose: Provide a continuous managed lane in each direction on Highway 101 from the terminus of the Santa Clara County express lanes to Interstate 380 to:
  - Provide more reliable travel time for the managed lanes
  - Minimize operational degradation of the general purpose lanes
  - Allow travel mode choice
  - Increase overall person throughput
  - Apply technology and/or design feature to help manage traffic
- Need:
  - Highway 101 is heavily congested resulting in an overall degradation of operations throughout the corridor
  - All users, whether they are in single or multiple passenger vehicles traveling on Highway 101, experience delays
- Alternatives
  - Convert general purpose lane to HOT three plus
  - Add an HOV two plus lane
  - Add an HOT three plus lane
- Preferred alternative selection criteria
  - Operation
  - Cost
  - Ease and speed of implementation
  - Compatibility with adjoining segments

- Anticipated environmental documents
  - California Environmental Quality Act initial study
  - National Environmental Policy Act environmental assessment
  - Technical studies
- Highway 101 managed lane environmental schedule
  - 28 months to complete starting in June 2016 and ending in September 2018
  - April 2018 draft environmental document and public circulation of preferred alternative
- Environmental phase cost estimate is \$11.5 million
- Integrated project delivery team is a combination of Caltrans staff, TA consultant staff and led by the TA, C/CAG, Caltrans, and an executive steering committee

Mr. Hedges said the purpose of the auxiliary lanes was to allow people going from one off ramp to the next to not have to pull into traffic, which slows people down. Looking at some of the bridges, he doesn't see how those can be made into express lanes safely. Mr. Scott said he has yet to do the detailed geometric work. The Santa Clara Valley Transportation Authority undertook a similar project when they created the two-lane carpool lane. The express lane would be in the left lane and a lane would be added on the outside so the total number of general purpose lanes would stay the same. Connecting the auxiliary lanes through interchanges will require design exceptions.

Mr. Hurley said there are operational benefits associated with the auxiliary lanes. The traffic studies will assess where the auxiliary lanes are critical from an operational perspective and will be restored.

Ms. Scruggs said she has seen anecdotal evidence that populations might actually decrease in the region due to traffic and the high cost of housing. She asked if there is a built in adjustment to the figures when thinking about capacity in case the population goes down. Mr. Scott said the transportation design realm relies on various countywide transportation models. Those models are based on land use projections including business and economic development based on city planning and housing growth. If those models showed a decrease, that would be factored. The models show growth based on projections.

Ms. Scruggs asked how quickly adjustments could be made to the models. Mr. Scott said it would take years. The projections that come out this year will go into the model in the following year, which will be used the year after.

Mr. Hurley said there is a housing/jobs imbalance that is contributing to the congestion on the corridor. If businesses are growing but housing is not it contributes to the growth of the problem.

Mr. Rosenblatt asked if there has been any consideration in the design of HOT and HOV lanes with regard to economic barriers, because there are segments of society that cannot afford to pay the tolls. Mr. Scott said the data collected so far is that the utilization of the lanes is typically not daily, and a toll payer will only use the lane when

they have an overriding need depending on their personal commitments. There is a good distribution of utilization across the economic strata. It does not favor one over the other in terms of access.

Mr. Rosenblatt said if the HOV is converted to an HOT lane, the decision is to have people paying the toll rather than just having multiple people in the car. Mr. Scott said it is allowing the HOVs to have a good, steady trip. The HOV lane today operates in a degraded mode for different periods of time during HOV hours because people are getting in and out of the lane. Those people are moving into slow moving traffic and it degrades the whole operation. When an express lane is installed, a good chunk of that breakdown is eliminated. The lane operates better for the carpools and allows single occupants to get a better trip as well.

Diana Bautista said access entry points concern her. The HOV three plus would need a push on the educational front to get people to carpool. She said bottlenecks still occur when HOT lanes end. There will also be cheaters of HOV and HOT lanes. Mr. Scott said with the toll revenue that an express lane generates, a portion of that money could be designated to pay the California Highway Patrol to enforce the lane at a greater level than they enforce a regular carpool lane.

William Warhurst said he would like to see more detail in the report. He said he had a negative reaction to this report because of his concerns. Carpool lanes are pointless if there is no enforcement. Police can't pull over people in traffic because there is no place to pull them over and it would tie up traffic behind it. He sees a lot of single occupants using the carpool lanes. The criteria list is not comprehensive. Mr. Scott said this is a preliminary scoping document that frames the environmental study. Over the next two years he will be back to provide more information.

Mr. Warhurst said he does not see in the design for enforcement where traffic will go. He does not see enough options in the documents. If the problem is there is not enough money for certain alternatives, it is not clearly explained in the presentation. Mr. Scott said this presentation is to relay a message about the big picture, and enforcement is a factor in the design process. He will be able to talk about it more when he comes back to ask the Board to choose the alternatives.

Paul Young asked if the capacity of the road is known in the 30 minutes before and after the switch from a general purpose lane to an HOV lane. He said he has heard traffic gets worse around the time the lane is convert to an HOV lane. Mr. Scott said he knows of examples that work both ways. The carpool lane typically operates around 1,650 vehicles an hour. That is generally because of the speed differential that exists in those lanes. Generally speaking cars drive 10 to 15 miles faster in the carpool lane than cars in the general purpose lane. That speed differential causes the lane to not have as much capacity as a general purpose lane. The purpose of this project is to accommodate more people, not just more cars. This is to incentivize three or four or more people per vehicle.

Mr. Fox asked if there is budget to work on incentivizing behavior. Free parking for carpools or a fee structure that provides a rebate back for carpooling would help

change behavior and get more cars with three people in them, which would be cheaper and would not require building additional lanes. Mr. Hurley said fuel costs, parking, and time are contributing factors to behavior. In parallel with this study is an express bus study. People might be willing to take the bus if they could get to their destination faster and have a reliable travel time. That is one of the incentivizing components.

Mr. Londer said he is concerned about the toll. He asked if toll charges change and how often. Mr. Scott said it depends on the tolling method. When dealing with a continuous access facility, it is a zone-based toll. People who dart in and out of the lane will pay the toll whether they get in or out of the lane if their car was read by the reader. A toll price won't change for cars that are already in the lane because as soon as the reader is read the price is fixed.

Chair Arietta said she does not like the concept of demand pricing. She said she remembers places where it was instituted and seemed to work in the beginning but as people saw how much they were paying in tolls they started going back into the general purpose lane, which became more congested than before. Mr. Scott said if the price goes up, it does not necessarily mean the congestion in the general purpose lanes is greater downstream, it means that the amount of space in the lane is limited.

Chair Arietta asked for an example of what it might cost in this area. Mr. Scott said in the Bay Area the minimum toll is generally between \$0.35 and \$0.50 a mile or a segment.

### **Update on State and Federal Legislative Program (TA Item 10c)**

Shweta Bhatnagar, Acting Manager, Government Affairs, gave the following update:

#### State

Senator Jim Beall recently amended his transportation funding bill, Senate Bill X 1-1. This bill provides \$6.5 billion in improving the State's highways, streets and roads, public transit, and commuter and intercity rail systems. The amended bill also doubles the allocation of Cap and Trade funding to the Transit and Intercity Rail Program from 10 percent to 20 percent, and also doubles the allocation to the Low Carbon Transit Operations Program from 5 percent to 10 percent. This equates to roughly \$300 million in additional funding, which would be available to public transit projects. The bill also redirects \$550 million from High-speed Rail's Cap and Trade allocation to intercity commuter rail projects for which Caltrain would be eligible.

Mr. Fox left at 6:10 p.m.

#### Federal

The Senate Appropriations Committee approved a \$56.6 billion FY2017 Transportation, Housing and Urban Development appropriations bill. This bill provides \$16.9 billion for the U.S. Department of Transportation, \$525 million for the TIGER Grant Program, \$44 billion for Federal Aid Highways and \$1.7 billion to the Federal Railroad Administration. The bill also includes \$333 million for the Core Capacity Program, which is the program staff is looking to seek funds from for the electrification project. The

House is expected to mark up their FY2017 appropriations bill starting the second week of May.

TA staff participated in several meetings regarding the Federal Aviation Administration's (FAA) sales tax diversion issue. In December 2014, the FAA claimed that any State or local sales tax revenue generated from the sale of aviation fuel must be spent only on airport uses. This suggests that local governments that have a voter-approved sales tax measure for a specific purpose like San Mateo County does for transportation would have to figure out how much of that revenue was generated from the sale of aviation fuel and would have to divert that amount to the airport even though the local voters did not authorize the use for airport purposes. Staff has been working with the Self-Help Counties Coalition to come up with options to prevent the diversion of these funds, including a possible Congressional amendment or litigation.

Ms. Bautista said Assembly Member Mullin has a bill that has to do with temporary license tags for new cars. She asked where the bill is. Ms. Bhatnagar said it will be heard in two weeks, and the TA has taken a support position.

### **Presentation on Annual Caltrain Passenger Counts (TA Item 8a)**

Catherine David, Senior Planner, presented:

- Purpose of Ridership Counts
  - Provide a measurement relative to previous years
  - Data for evaluating service changes
  - Allocate resources to address capacity issues
  - Validate revenue-based ridership estimates
- Data Collection Methodology
  - Headcount on every weekday train averaged over five weekdays
  - Headcount on every weekend train for one weekend
  - Differs from monthly revenue-based average weekday ridership calculations
  - Fifth year for "bikes denied boarding" count
- Challenges
  - Surveys suspended during special events and construction activities
  - Surveys extended into mid-March
  - More rain in 2016 than in past several years
- AWR is 62,416, a 7.2 percent increase from last year
- Riders by Time Period 2015 versus 2016
  - Traditional peak difference is 2,805 riders or 9.6 percent increase
  - Midday is 556 riders or 8 percent increase
  - Reverse peak is 722 or 3.8 percent increase
  - Night is 88 riders or 2.7 percent increase
- Most stations are seeing ridership growth
- County-by-County 2015 versus 2016
  - San Francisco: 1,283 additional riders or 8.3 percent increase
  - San Mateo: 1,208 additional riders or 6.7 percent increase
  - Santa Clara: 1,679 additional riders or 6.8 percent increase
- Average Weekday Bike Ridership decreased 11.1 percent to 5,520 bikes per day, which may be a reflection of the rainy counting season

- Summary
  - Passenger ridership is at an all-time height: 83 percent increase since 2010
  - Caltrain has a strong reverse-peak ridership
  - The majority of stations saw growth
  - All three counties saw increases
  - Overall weekend ridership increased
- Next Steps
  - Review allocation of six-car trains
  - FY2017 Operating and Capital budgets must support the required resources to meet demand
  - Increasing capacity FY2017 – FY2020 is essential to continue ridership/revenue growth
  - Future service planning requires use of ridership data to develop potential service scenarios to improve capacity pre-/post-electrification

Mr. Shaine asked if wheelchair boardings were counted. Ms. David said it is counted but she does not have that information with her. A comprehensive ridership report will be posted online in the spring.

Ms. Scruggs left at 6:25 p.m.

Ms. Bautista asked if the Baby Bullet counts increased. Ms. David said Baby Bullets increased by 9 percent, limiteds increased by 6 percent, and locals increased by 2.8 percent.

Mr. Hedges asked how ridership was for the Super Bowl. Ms. David said there was a difference of 4 percent of total ridership for the 10 days.

Chair Arietta asked how Caltrain will increase capacity and how many cars will be added to each train. Ms. David said the Peninsula Corridor Joint Powers Board purchased 16 used Bombardier cars, has put six into service and are in the process of determining how to best utilize the remaining cars. The data from the counts will be used to determine if schedule changes are needed and if it makes sense to make more or fewer stops.

Mr. Young asked why trains are not lengthened. Ms. David said prior to purchasing the used cars, there weren't enough cars to lengthen trains.

**Authorize Approval of Shuttle Applications and Programming and Allocation of \$8,059,795 of Measure A Local Shuttle Program Funds for FY2017 and FY2018 (TA Item 10b)**

Joel Slavit, Manager, Programming and Monitoring, said last month he provided a presentation on draft recommendations for the joint TA/C/CAG shuttle program funding call. Since that time, no changes have been made to the recommendations.

Mr. Rosenblatt said the report indicates the TA needs more information to coordinate the service plan with the community for the Coastside shuttle. He asked what information is needed. Mr. Slavit said the county submitted a shuttle that was initially

envisioned to run from downtown Half Moon Bay to the Fitzgerald Marine Reserve and a number of beaches. The Marine Reserve is limiting access because it is a sensitive habitat and is getting overrun. As a result the sponsor asked to defer making a funding recommendation to the shuttle so they can think through where the shuttle will actually be running. The sponsor can come back to the TA and staff will take a funding recommendation to the Board at a later time.

Motion/Second: Hedges/Shaine

Ayes: Bautista, Hedges, Londer, Rosenblatt, Shaine, Ward, Warhurst, Young, Arietta

Absent: Fox, O'Neill, Scruggs, Simonson

**Approval of Minutes of April 7, 2016 (TA Item 4a)**

No discussion.

**REPORT OF THE CHAIR – BARBARA ARIETTA**

Chair Arietta said:

- CAC member Daina Lujan has resigned. Her position will be filled with this year's recruitment process. Recruitment ends May 6.
- On May 4 at 3:30 p.m. the SamTrans Planning, Development and Sustainability Committee of the Whole will receive a presentation on the Dumbarton Transportation Corridor Study update. This item is a result of the Facebook grant of \$1 million to study the Dumbarton travel corridor between the West Bay and East Bay. The presentation should discuss the Highway 84 opportunities to reduce congestion as well as the Dumbarton Rail Corridor transit. This effort involves agencies on both sides of the Bay as well as Santa Clara County, and local cities on both sides of the Bay along the Dumbarton Rail and Highway 84 corridor are also participating.

**REPORT FROM STAFF – JOE HURLEY**

Mr. Hurley said there are six positions on the CAC that will be interviewed for and the Board will make appointments at the June meeting.

**MEMBER COMMENTS/REQUESTS**

None

**DATE, TIME AND PLACE OF NEXT MEETING**

Tuesday, May 31, 2016 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2<sup>nd</sup> Floor, San Carlos, CA 94070

Adjourned at 6:44 p.m.