

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

MINUTES OF JUNE 2, 2016

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

MEMBERS ABSENT: K. Ibarra

STAFF PRESENT: J. Averill, M. Bouchard, J. Cassman, A. Chan, G. Harrington, J. Hartnett, J. Hurley, E. Kay, M. Martinez, N. McKenna, S. Murphy, M. Simon, S. van Hoften

Chair Carole Groom called the meeting to order at 5:04 p.m. and led the Pledge of Allegiance.

PUBLIC HEARING – FISCAL YEAR (FY) 2017 BUDGET

Authorize Adoption of the Fiscal Year 2017 Budget in the Amount of \$102,534,460

Martha Martinez, Executive Officer, District Secretary/Executive Administration, reported Section 131265(a) of the California Public Utilities Code requires all county transportation authorities to adopt an annual budget. Section 131266 of the code requires a public hearing be held concerning the annual budget after notifying the public of the time and place of the public hearing.

Notice of public hearing appeared in the San Mateo Daily Journal on May 18 and was posted in the lobby of the San Mateo County Transit District building in San Carlos. No comments have been received.

Eli Kay, Chief Financial Officer, said no changes have been made since the preliminary budget was presented at the May Board meeting. Total revenues are projected to be \$87.2 million, a \$2.9 million increase from last year due to an increase in anticipated sales tax revenue of \$83 million. The total proposed expenditures are \$102.5 million, an increase of \$29 million from last year due to adjustments made to accounting records.

Director Don Horsley asked why the Caltrain budget in the other budget sheets in the agenda packet is different than the total Caltrain budget in the information for this item. Mr. Kay said the other items concern the FY2016 budget and this item is for the FY2017 budget.

There was no public comment.

Joan Cassman, Legal Counsel, said the Board completed the public hearing as required by law. The statute requires a noticed public hearing regarding the adoption of the budget. The Board may now close the hearing and take action.

Close the public hearing.

Motion/Second: Horsley/Matsumoto

Ayes: Freschet, Horsley, Johnson, Matsumoto, Groom

Absent: Ibarra, Nihart

Adopt the FY2017 Budget.
Motion/Second: Horsley/Johnson
Ayes: Freschet, Horsley, Johnson, Matsumoto, Groom
Absent: Ibarra, Nihart

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

The May 31 report is in the reading file (attached).

APPROVAL OF CONSENT CALENDAR

- a) Approval of Minutes of May 5, 2016
- b) Acceptance of Statement of Revenues and Expenditures for April 2016
- c) Authorize Adoption of the Appropriations Limit for FY2017 in the Amount of \$656,398,964
- d) Authorize Allocation of \$42,536 in Measure A Pedestrian and Bicycle Program Funds for the South San Francisco Sunshine Gardens Safety and Connectivity Improvements Project
- e) Authorize Amendment to Existing Funding Agreement for the Half Moon Bay Main Street Bridge Bike and Pedestrian Improvements Project

Motion/Second: Johnson/Horsley
Ayes: Freschet, Horsley, Johnson, Matsumoto, Groom
Absent: Ibarra, Nihart

PUBLIC COMMENT

None

NOMINATING COMMITTEE REPORT FOR THE CAC – C. JOHNSON, K. MATSUMOTO Appointment of Six Citizens Advisory Committee Members

Director Cameron Johnson said Director Karyl Matsumoto and he interviewed candidates on May 27. The CAC is an important commission and is a liaison between the public, staff, and the Board. Several candidates who were well meaning did not have an understanding about what the TA or CAC was. Based on the applicants, not every seat could be filled. The nominating committee asked staff to re-recruit, keep the current membership as-is for 90 days, and then do another round of interviews. He encouraged members of the public who are interested in the CAC to apply and spread the word.

CHAIRPERSON'S REPORT

None

SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT) LIAISON REPORT – K. MATSUMOTO

The June 1 report is in the reading file.

PENINSULA CORRIDOR JOINT POWERS BOARD (JPB) REPORT – J. HARTNETT

The June 2 report is in the reading file.

REPORT OF THE EXECUTIVE DIRECTOR – J. HARTNETT

Jim Hartnett, Executive Director, said:

- \$754 million of Statewide Transportation Improvement Program (STIP) funding was deprogrammed despite several appeals to not defund important projects that are ready to go to construction. The Highway 101/Willow Road interchange Project in Menlo Park and the Route 92/El Camino Real Project in San Mateo are affected. Staff is looking at alternatives to bridge the funding gap in some creative way.
- The Metropolitan Transportation Commission (MTC) has approved a program amendment to allow South San Francisco ferry service until 2019 to reach the 40 percent farebox recovery requirement. The service had demonstrated strong ridership growth and there were many letters of support, including one from the TA.
- The comment period associated with the environmental document for the Highway 101/Woodside Road Interchange Project closed on May 26. Twenty-one generally positive and supportive comments were received and included traffic concerns, alternative preference, pedestrian and bicycle access, construction duration, right-of-way acquisition, and sea level rise. Environmental clearance is targeted for this October.

PROGRAM REPORT: TRANSIT – CALTRAIN MODERNIZATION (CALMOD) PROGRAM

Michelle Bouchard, Chief Operating Officer, Rail, presented:

- Advanced signal system
 - Communications-Based Overlay Signal System/Positive Train Control (PTC)
 - Fiber optic network
 - Project requirements
 - Includes Federal mandate (PTC)
 - Improves Caltrain performance
 - Project partners
 - Federal Railroad Administration
 - Union Pacific
 - California High-Speed Rail Authority
 - JPB
 - Needed for Blended System
- Peninsula Corridor Electrification Project (PCEP)
 - Fifty-one miles from San Francisco to San Jose Tamien Station
 - Overhead contact system and traction power facilities and Electric Multiple Units (EMUs) to replace 75 percent of the fleet
 - Up to 79 miles per hour, increased service, continue tenant service
 - Key regional benefits
 - Decreases in greenhouse gases, daily traffic congestion, engine noise
 - Improvements in clean air quality and increases in daily ridership, improved frequency and quicker trips
 - Electrification infrastructure contract
 - 2014: pre-qualification process
 - 2015: request for proposals (RFP) issued, three shortlisted firms, best and final offer issued

- 2016: apparent best value proposal
- EMU contract
 - 2014: request for information
 - 2015: compatible boarding heights discussion, RFP issued
 - 2016: proposal received
- Contract next steps
 - For both infrastructure and electric vehicles
 - Continue negotiations on price
 - Discuss and finalize policy decisions
 - Contract award
 - Limited notice to proceed for six months
 - Full notice to proceed in 2017

April Chan, Chief Officer, Planning, Grants, and the TA, said since the TA originally entered into the nine-party memorandum of understanding (MOU) as one of the funding partners for this project, the cost has increased. It was originally a \$1.225 billion project. Since that time the cost estimate, which was originally based on 2008 dollars, has been updated and additional contingency was included as a result of a Federal Transit Administration (FTA) Core Capacity grant staff is pursuing. The project cost is now \$1.98 billion.

- Costs
 - Electrification: \$704 million
 - EMUs: \$618 million
 - Separate contracts and support costs: \$373 million
 - Contingency costs: \$316 million

Director Mary Ann Nihart arrived at 5:27 p.m.

- Funding
 - Federal: \$978 million
 - State: \$751 million
 - Regional: 59 million
 - Local; \$202 million
- Funding update
 - Regional seven-party supplemental MOU (May/June)
 - State/CHSRA agreement (June/July)
 - Cap and Trade grant award (August)
 - FTA Core Capacity award (end of 2016)

Director Nihart asked if the Cap and Trade funding has been approved. Ms. Chan said grant awards will not be announced until August.

Ms. Bouchard presented:

- EMUs
 - Public feedback
 - Sources: rider surveys, public meetings, social media
 - Priority: more seats and more standing space
 - Support for bathroom dips when capacity tradeoffs are explained

- Majority desire at least one bathroom onboard
- Considerations
 - Onboard restrooms
 - Additional doors
 - Onboard bike space (Board commitment for more station parking)
- Additional doors are to not preclude the possibility of shared platform usage with high-speed rail service: initially the upper doors will be sealed with seats in front until both levels of doors will be needed

Director Matsumoto said she is a member of the CalMod Local Policy Makers Group and supported one bathroom per train, but it comes at a price. She asked how many seats it takes away. Ms. Bouchard said the cost for one bathroom per train is \$2.8 million, but the tradeoff is that one Americans with Disabilities Act bathroom takes up 12 seats or 24 standee spaces.

Director Maureen Freschet asked how many seats each car has. Ms. Bouchard said the configuration of the new cars is still being worked on so she does not have an exact number. The current diesel fleet has 130 seats per car, but EMUs will probably have slightly fewer than that. Capacity includes standees and seats.

FINANCE

Authorize Approval of a Seven-Party Regional Funding Supplement to the 2012 Nine-Party MOU with the JPB and Approval of a Budget Amendment and Allocation to Provide an Additional \$20 Million in Original Measure A Funds for the PCEP

Ms. Chan said staff is asking the Board to authorize entering into the MOU, which is a supplement to the 2012 MOU the TA entered into, to provide another \$20 million in Measure A funding for the project and to make the appropriate budget amendment.

Director Johnson asked if it has been anticipated that additional funding would be required. He asked where the \$20 million would have been otherwise spent, and what projects are not being done because of this allocation. Ms. Chan said the Caltrain category has been used to provide the annual local match for the Caltrain Capital Budget, station improvements, or system wide Caltrain improvements. Projects that could potentially take this program are access improvements. As JPB staff goes through the budget process they will come to the TA to request funding. Nothing is being pushed off by doing this.

Director Nihart said she wants to have assurance that staff has sense about the Cap and Trade funding and if it feels like it is moving in the right direction. Ms. Chan said staff is expecting \$20 million from Cap and Trade. The total amount requested from the Cap and Trade Program is \$225 million with MTC's support and regional acknowledgement. Staff won't really know if it will come through until August. Staff has been working closely with the California State Department of Transportation (Caltrans), which has shown extensive support. Staff has received positive feedback.

Chair Groom said the recent Cap and Trade auction did not go well. Ms. Chan said the funding from the last Call for Projects (CFP) is from proceeds already in the bank.

Mr. Hartnett said it is unclear what the marketplace will do next time, but there are some dynamics that were different this time than prior occasions. If the level stays the same as this auction it is not good for the whole State.

Director Nihart said there is not an extensive history to know what types of projects it funds, so it is a mystery what Cap and Trade will fund.

Public Comment

Rich Hedges, CAC member, said there are two types of Cap and Trade. One is on an auction and one is on gasoline. He can't find where the gasoline money is going. He thinks it is 10 cents per gallon. It would be good to look at where that money is going, whether the TA can use it, and how much it is generating.

Chair Groom asked for report on Cap and Trade in future.

Motion/Second: Horsley/Nihart

Ayes: Freschet, Horsley, Johnson, Matsumoto, Nihart, Groom

Absent: Ibarra

Authorize Minor Amendment to the 2004 Measure A Transportation Expenditure Plan (TEP) to Include the TA as an Eligible Sponsor for Highway Program Supplemental Roadway Projects

Ms. Chan said when the 2004 TEP was developed and approved by the voters, the TA was not listed as project sponsor. At that time Caltrans, the county and cities took a more active role in the development and sponsorship of roadway and highway projects. Since that time, Caltrans has taken a less active role and has allowed the local sponsors to take the lead on projects. This will allow the TA to take the role of advocating for projects, take the lead in planning and potentially constructing projects, and securing funding. Staff is specifically looking for the TA to be added as the sponsor to the 101 Corridor Managed Lanes Project.

Director Johnson asked if staff anticipates this will lead to additional staff resources to sponsor and manage projects. Ms. Chan said it could, but then staff would just make sure to budget sufficient resources in the project allocation. Staff would not be looking to do this often, just for projects that span multiple jurisdictions where it does not make sense for a particular city to take it on. The City/County Association of Governments (C/CAG) has asked for the TA's partnership in this type of situation.

Director Johnson said the TA takes an agnostic view of projects and does not have an overall point of view on which projects are the best. This puts the TA into a place where the public can lobby the TA. He suggested this could change the role of the TA. There is a potential conflict of interest. The Board will be asked to vote on projects that are initiated by the Board itself. Ms. Chan said to the extent there are county level and regional congestion issues where C/CAG and the TA can work together as sponsors, it would be appropriate for the TA to take a more proactive role at advancing projects. Staff would ensure there is no conflict of interest. The evaluation panel always has staff members from the TA and external parties such as congestion management agencies and Santa Clara Valley Transportation Authority to help score projects. If the TA is the

projects sponsor, TA staff would recuse themselves from evaluating that project so there would not be a conflict of interest.

Ms. Nihart said the complexity of the high-occupancy toll (HOT) lanes and issues related to multijurisdictional factors on Highway 101 need the county as a whole and the expertise that resides in the TA. The partnership between C/CAG and the TA is exactly why this issue came forward.

Director Johnson said there may be unintended consequences. He asked how impaired the HOT/high-occupancy vehicle (HOV) project would be if this was not approved today. Ms. Cassman said the next item on the agenda is a proposal that the TA enter into a funding agreement as a public/private partnership. She said she does not see how the TA could enter into a funding agreement if it did not have sponsorship position or role for this issue. She recognizes the conflict issue and in putting this proposal together, staff had a discussion about how procedures going forward will have to change. With Caltrans' lack of funding more and more over the years, they have been silent as a partner for transportation development relative to highways. The TA has been stepping up more and more. Up until now C/CAG has been looking to the TA to assume a sponsorship role. Staff felt it was time to recognize that role officially and make it possible to take on that role by making this amendment.

Director Matsumoto said she has faith and confidence because the projects that come to C/CAG, which consists of representatives of 20 cities and the county, are vetted by the technical advisory committee, which is made up of every planning or public works representative countywide.

Director Johnson said this amendment does not say the TA could only be a sponsor when it is a co-sponsor with C/CAG, it says the TA could be a sponsor on any project in the future. Ms. Chan said only for the Supplemental Highway Category.

Director Nihart said this project was very openly discussed by all 20 cities and the county. She feels strongly that this has a lot of input already. That is just for this project. This amendment is broader than that, and she understands the caution.

Director Horsley said the TA is a neutral third party. He said the Calera Parkway Project in Pacifica is an extremely controversial project. He tells people that the TA is not in a position to make a decision on that. This amendment does not do that for the TA. He would like to amend this action to limit it to a project that partners with specific agencies like C/CAG. He cannot support it as listed.

Director Johnson said there was not a clear answer on the impact to the HOT and HOV lanes project if this is opposed today. He asked if it would hurt the timeline or the ability to finish this project if the item is not approved. Ms. Cassman said the Board can qualify this amendment in any way the Board wants right now and could come back to tweak it in the future.

Director Horsley asked if the amendment could be limited to this particular project. Ms. Cassman said yes. The Board might consider approving this amendment and then

issuing a policy to make very specific how this sponsorship would play out in the future. It could be part of the amendment and it could be a policy understanding how and when the TA would serve as sponsor.

Director Freschet asked if there have been missed opportunities where if the TA had stepped in it would have been beneficial to the county. Ms. Chan said this has to do with projects that span multiple jurisdictions where one city did not want to step up and be the project sponsor. The TA can't be in a project leadership or sponsorship role.

Director Freschet asked if projects would be coming from staff if this was approved. Ms. Chan said TA staff would submit a proposal for funding and the project would be considered as part of the CFP process. TA staff would not be evaluating that project, the rest of the panel would.

Director Nihart said C/CAG needs the assistance from TA on this project. Cities are not always able to sponsor projects. The TA became the right agency to bring this forward due to the complexity of the project.

Director Horsley said letting cities kick projects to the TA is why this is problematic. He recommends sending this item back if there should be a policy statement as part of it. He said he would like to see the policy first.

Ms. Cassman said she could add to the resolution that the TA's role as sponsor for any particular project must first come before the Board for approval. The idea is that it would only apply to this project and that for any future project the TA's ability to serve as sponsor would not be applicable unless there was prior approval. Director Horsley said he does not like the second half of that statement. He said it should just be specifically for this project.

Ms. Cassman said the amendment could be just for this specific project.

Chair Groom said she would like to vote on something where the Board actually sees the language as opposed to voting tonight and having the language come at a later meeting.

Director Johnson said the second clause is moot because State law says the TA can add itself to sponsor projects. Ms. Cassman said State law allows TAs to serve as sponsors. Ten years ago that was not the case. These issues of conflict have been considered on a broader basis. She said the amendment can be to add the TA as a sponsor only for this project.

Mr. Hartnett said this would still allow the TA the opportunity to have a broader policy discussion separate from this project at a later time. If the Board is comfortable with this particular project, the action tonight can be confined to this project. In the future the Board could have a broader policy discussion for other future projects. Tonight's action could be confined to the project that is causing this issue.

Ms. Cassman said she could add to the resolution that this sponsorship will only apply to the Managed Lanes Project.

Chair Groom asked if this has to be approved at tonight's meeting. Ms. Chan said this has to do with a funding agreement the TA has to enter into with the San Mateo County Economic Development Association (SAMCEDA) to receive additional funding for the Managed Lanes Project. The cost of this phase of the project is \$11.5 million. The Board previously approved \$8.5 million, and the additional funding needs to be brought in to close the gap. Work is beginning on the project and staff would like to get an approval tonight. The Board is not meeting again until August, and staff would like to begin work on the project.

Ms. Cassman said the Board is hereby amending the 2004 Measure A TEP to add the TA as an eligible sponsor under supplemental roadway projects within the Highway Program with the understanding that the TA's role as a sponsor will only apply to the Highway 101 Managed Lane Project.

Motion/Second: Horsley/Johnson

Ayes: Freschet, Horsley, Johnson, Matsumoto, Nihart, Groom

Absent: Ibarra

Authorize Funding Agreements with the SAMCEDA to Supplement Funding for the Project Approval/Environmental Document Phase of the 101 Corridor Managed Lanes Project, Adding the TA as a Co-Sponsor to the Project, and Increasing the FY2016 Budget by \$3 Million

Ms. Chan said the additional funding is from a number of private employers and SAMCEDA will serve as the fiscal agent to receive the funds and reimburse the TA for the delivery of this project.

Motion/Second: Horsley/Johnson

Ayes: Freschet, Horsley, Johnson, Matsumoto, Nihart, Groom

Absent: Ibarra

PROGRAM

Capital Projects Quarterly Status Report – 3rd Quarter Fiscal Year 2016

Joe Hurley, Director, TA Program, said there was a three-month delay to the Route 92/El Camino Real Project. The issue has been addressed. Funding challenges are not reflected in the report, but staff anticipates those funding issues will have a schedule impact on this project as well as the Highway 101/Willow Road Interchange Project.

Update on State and Federal Legislative Program

Shweta Bhatnagar, Manager, Government Affairs, said the Federal update is in the reading file.

Gus Khouri, Khouri Consulting, said State tax receipts were down in April. Several factors contributed to a projected shortfall. The economy typically grows for five years before a slowdown. California has had a seven-year window of growth. Unemployment is at

5 percent. The higher minimum wage will result in a \$39 million increase but will cost \$3.4 billion in receipts to the State.

Mr. Khouri said the California Transportation Commission made about \$750 million in cuts to the STIP. This is a result of California's dependence on volatile sources of funding, such as the gas tax. Proposed alternatives rely on a vehicle registration fee, Cap and Trade revenue, and a new sales tax. There are discussions about assessing a mileage-based usage fee.

Mr. Khouri said Cap and Trade has various flaws. There is fear over the litigation because it was passed with a majority vote instead of a two-thirds vote, it only lasts until 2020, and 60 percent of the money is continuously appropriated. There is intent to exhaust the remaining portion of the resources for transportation. Too many agencies are getting funding from the Transit Capital and Intercity Rail Program, which means they each get a small amount of money and cannot do any projects of significance. The California High-Speed Rail Authority was anticipating \$150 million from the Cap and Trade auction last week, but received only \$10 million.

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

REPORT OF LEGAL COUNSEL

No report.

DATE AND PLACE OF NEXT REGULAR MEETING

August 4, 2016 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070

The meeting adjourned at 6:32 p.m.

From: [Barbara Arietta](#)
To: [Averill, Joshua](#)
Subject: *****CAC CHAIR'S REPORT - 5/31/2016*****
Date: Saturday, June 11, 2016 3:18:58 PM

Good evening Madam Chair and members of the Board,

Here are the results from this past Tuesday's meeting of the CAC :

(TA Item 3a) The CAC supported the Adoption of the Fiscal Year 2017 Budget in the Amount of \$102,534,460.

(TA Item 5a) The CAC reviewed the Minutes of the Board's May 5, 2016, without questions or comments.

(TA Item 5b) The CAC supported the Acceptance of the Statement of Revenues and Expenditures for April 2016.

(TA Item 5c) The CAC supported the Adoption of the Appropriations Limit for Fiscal Year 2017 in the amount of \$656,398,964, without questions or comments.

(TA Item 5d) The CAC supported the Allocation of \$42,536 in Measure A Pedestrian and Bicycle Program Funds for the South San Francisco Sunshine Gardens Safety and Connectivity Improvements Project.

(TA Item 5e) The CAC authorized an Amendment to the Existing Funding Agreement for the Half Moon Bay Main Street Bridge Bike and Pedestrian Improvements Project.

(TA Item 12a) After receiving a detailed report from April Chan, Chief Officer of Planning, Grants and the Transportation Authority, the CAC supported the Approval of a Seven-Party Regional Supplement to the 2012 Nine-Party Memorandum of Understanding with the Peninsula Corridor Joint Powers Board and Approval of a Budget Amendment and Allocation to Provide an Additional \$20 Million in Original Measure A Funds for the Peninsula Corridor Electrification Project.

(TA Item 12b) Following a brief overview from April Chan, the CAC supported the Minor Amendment to the 2004 Measure A Transportation Expenditure Plan to Include the San Mateo County Transportation Authority as an Eligible Sponsor for Highway Program Supplemental Roadway Projects.

(TA Item 12c) The CAC supported the Funding Agreements with the San Mateo County

Economic Development Association to Supplement Funding for the Project Approval/Environmental Document Phase of the 101 Corridor Managed Lanes Project., adding the TA as a Co-Sponsor to the Project, and increasing the Fiscal Year 2016 Budget by \$3 Million.

(TA Item 13a) As part of a series of program reports focusing on the TA's six program areas - Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs, the CAC was given a comprehensive report on Transit this month, specifically the Caltrain Modernization Program, by Casey Fromsen, Government Affairs Manager. Ms. Fromsen's comprehensive presentation included information about the Communications Based Overlay Signal System (CBOSS) Positive Train Control (PTC) and the Peninsula Corridor Electrification Project, citing its key regional benefits, as well as an update on its major contracts and funding sources and the next steps to be taken to finalize policy decisions. The CAC was pleased to hear that recommendations and concerns have been voiced by staff for new train cars with dual doors, bathrooms on each train, along with more seats on each train and more room for standees.

(TA Item 13b) The CAC received a comprehensive update on the Capital Projects Quarterly Report - 3rd Quarter Fiscal Year 2016 from Joe Hurley, TA Program Manager, without questions or comments.

(TA Item 13c) Casey Fromsen gave the CAC a brief State Legislative Update on the Governor's May Revision to the FY 2016-17 State Budget, in which it was reported that the state's commitments will exceed expected revenues in the coming years and that by FY 2019-20, the annual shortfall between spending and revenues is forecast to be over \$4 billion. It was also reported that this shortfall does not take into account the likelihood of an economic slowdown or recession. In spite of all this, the CAC was pleased to hear that over the next ten years, the \$36 million transportation package proposed by Governor Jerry Brown will provide \$16.2 billion for highway repairs and maintenance. The CAC was also pleased to learn that, in this time of dwindling transportation funding, the Governor's newly revised budget will give more than \$13.5 billion in new funding to local roads and that transit and intercity rail will receive over \$4 billion in additional funding.

However, the CAC was not pleased to hear that in the May Budget Revision, it was also acknowledged that the price-based portion of the gas tax, which is subject to volatility, needs to be stabilized, which has resulted in the California Transportation Commission's (CTC) recommendation to deprogram over \$750 million in State Transportation Improvement Program (STIP) projects.

(CAC Chair's Report to the CAC)

In my own report to the CAC, I advised the CAC that the MTC reports that a Washington D.C. based national transportation organization named TRIP has reported that six of twenty transportation projects identified as the most needed in the San Francisco Bay Area have received a "red light" because they are unfunded and 11 of the projects have earned a "yellow" light because they are partially funded, jeopardizing this region's future quality of life due to an inadequate transportation system. In the SF Bay Area, only three of the region's 20 critical projects have a "green" light to signify that full funding is available or is anticipated to be available by 2020. Those three projects include the BART Transbay Tube Seismic Retrofit, the Replacement and Expansion of the Transbay Transit Center Terminal and the extension of the Third Street Light Rail in SF. The TRIP Report also found that California continues to experience significant growth, with the state's population increasing by 16 percent since 2000 to 39 million. Statewide vehicle miles of travel have increased by 5.3 percent from 2014 to 2015 and more than half (51%) of major urban roads in CA have pavements in poor condition.

I also shared with the CAC the following:

- 1) There will be a Bay Area Public Open House Scheduled for the Plan Bay Area 2040 Regional Transportation and Housing Plan in the City of Burlingame Recreation Center Auditorium on Wednesday, June 1st from 6:30 pm to 8:30 pm. Bay Area residents will learn about an update to the region's long range transportation and housing roadmap known as Plan Bay Area 2040.
- 2) The MTC has moved into its new regional government center headquarters at 375 Beal St in San Francisco on May 23, 2016. It will share the building with the Association of Bay Area Governments (ABAG) and the Bay Area Air Quality Management District (BAAQMD). The new Fast Track Customer Service Center will be housed on the second floor and people will also be able to purchase Clipper cards in the same building.

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(Staff Report to the CAC)

In Joe's report to the CAC, he advised the CAC that recruitment interviews for all six open positions on the CAC were held on Friday, May 27th, however final appointments have been delayed, pending further Executive Board discussion. Current members whose membership is up will be kept on from a month to month basis, pending final appointments to the CAC being made by the Executive Board.

Respectfully submitted,

BARBARA ARIETTA

Chair, San Mateo County Transportation Authority, CAC