

**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 1, 2018**

**MEMBERS PRESENT:** B. Arietta , K. Bond, A. Chen, K. Chin, J. Fox, E. El-Dardiry, R. Hedges, K. Kuklin, O. O'Neill, S. Scruggs, S. Stamos, W. Warhurst

**MEMBERS ABSENT:** D. Bautista, J. Londer

**STAFF PRESENT:** J. Hurley, J. Slavitt, L. Low, R. Hinchman

Chair, Barbara Arietta called the meeting to order at 4:36 p.m.  
Richard Motroni, Executive Office Assistant, served as recorder.

**APPROVAL OF THE APRIL 3, 2018 MEETING MINUTES**

Motion/Second: Hedges/Chin

Ayes: B. Arietta , K. Chin, J. Fox, E. El-Dardiry, R. Hedges, K. Kuklin, O. O'Neill, S. Stamos, W. Warhurst

Abstain: K. Bond, A. Chen, S. Scruggs

Nays: None

Absent: D. Bautista, J. Londer

*[MINUTES WERE APPROVED]*

**PUBLIC COMMENT**

None

**STATE AND LEGISLATIVE UPDATES**

Lori Low, Government and Community Affairs Officer.

- State – The California Traffic Commission (CTC) staff recommends that the CTC invest \$253.2 million in state funding for the Highway 101 Managed Lanes Project to relieve traffic congestion in San Mateo County. The CTC should make a decision at their May 16<sup>th</sup> meeting.
- State Assembly Budget Subcommittee reviewed the Indirect Cost Recovery Program (ICRP). They recommend self-help counting. Furthermore, they recommend the Transportation Authority (TA) be considered true partners and only be charged for direct cost and not indirect cost. This would eliminate charging for costs that would continue to exist whether Caltrain is performing a certain work. The TA would only pay for the direct cost and save money.
- Federal – Federal Aviation Administration (FAA) fuel tax update. In 2015, the FAA interpretation changed to where sales tax generated through aviation would go to the airports. The TA sent a letter to the FAA on how it would impact them. In July 2017, the FAA received direction to work with self-help counties so they can demonstrate how their program benefits the airports through the half-cent sales tax. The House recently passed the FAA amendments and will go on to the Senate.

Ken Chin

- *I am all for Caltrans taking their oversight cut in some ways, but if it is in huge amounts I have an issue with that, because we are spending a lot of money. Plus, San Mateo and Burlingame are giving up property for the Managed Highway 101 project to work.*
  - Joe Hurley – It's certainly one of the issues that results in lively discussions between the State. I can see them making a case when we acquire the right away to physically do the building. That's part of it in terms of the decisions and where the access revenues are to be spent.

#### **REVIEW OF PRELIMINARY 2019 OPERATING AND CAPITAL BUDGETS – INFORMATIONAL**

Ryan Hinchman, Manager of Financial Planning & Analysis

- Revenues are increasing, a majority through the sales tax which we project to increase 2 percent. We are very cognizant there could be a market correction, but 2% is something we feel comfortable with.
- Increase in interest revenues are driven by interest rates.
- Assumptions for Fiscal Year (FY) 2019 continue performance seen in FY 2018.
- Expenditures in the budget are flat.

Rich Hedges

- *Are we giving BART \$1.7 million in the overall budget?*
  - Ryan – Correct.
- *Is there any in-date in that contribution for the TA?*
  - Joe – It's over the life of the measure.
- *And if we renew the measure?*
  - Ryan – New rules.

#### **PROGRAM REPORT: FERRY SERVICE – INFORMATIONAL**

Joel Slavit, Manager of Programming and Monitoring.

- TA helped fund the capital cost construction of South San Francisco ferry terminal that was completed in May 2012 and utilized \$8.1 million in Measure A funds. Since 2013, there have been periodic reports given to the TA CAC.
- Average daily ridership on the South San Francisco ferry has really spiked in the last month to 665.
- Average monthly fare box recovery rose from 24% in December 2017 to 36 percent for March 2018, close to the 40 percent minimum standard.
- Regional Measure 2 program: Performance Criteria
  - The project has gone two years so far and must reach threshold fare box recovery by the third year. Peak service for the ferry should be 40 percent by third year, for rail it 35 percent and bus 30 percent.
  - Services that do not meet those thresholds in Year 3 must complete a Corrective Action Plan and submit to the MTC for approval.
  - Ferry services are evaluated as individual routes and not part of a larger system or program of services.
- San Francisco Bay Area Water Emergency Transportation Authority (WETA) made an appeal in fall 2015 to extend the deadline for Regional Measure 2 funding for South San Francisco ferry. Letters of supports included San Mateo Transportation Authority, Communte.org and the City of South San Francisco. Although the service did not meet the requirement, they were able to show an upward trend and were allowed to continue.

- South San Francisco Ferry Service Timeline – In 2013 additional service was added to the Alameda/Oakland station. Three years later, Metropolitan Transportation Authority (MTC) granted an extension to meet the 40 percent fare box ratio, while WETA completed current strategic plan. Since 2012, daily boarding has risen 378 percent.
- Projected upward trends for fare and ridership should continue, barring any significant downturn in the economy.
- Strategic Plan is to go from 12 vessels in 2016 to 44 for 2035, 7 terminals to 16 and 4 routes to 12.
- Key components of what takes place when a feasibility study is prepared include the following; Ridership projects and fare estimates are made. Determination is made of what water side and land side facilities are needed.
- Capital costs needed for the new service are also considered. WETA looks out over a 10-year horizon for operating costs as their benchmark to allow adequate time to achieve the 40 percent fare box.
- In 2015, WETA established its System Expansion Components:
  - Policy Statements
    - Defines WETA service
    - Establishes minimum requirements
    - Maintains service quality
  - Evaluation Measures
    - Creates quantitative standards
    - Range of measures
    - No passing/failing grade
  - Terminal Access Policies Standards & Guidelines
    - Parking, Pedestrian, Bicycle, Land Use
    - Area of local partner jurisdiction
    - No magic formula
- Expansion Policy – Quantitative Metrics (2015):
  - The sweet spot for fare box recovery is 50% to 70% average, while peak hour occupancy is between 60% and 75%. Should it hit an average of 80% over the period of a month, it is a clear signal to either bring on larger vessels or provide more service.
- As of today, two South San Francisco fare box recoveries are on track to reach the 10-year projection mark of 40%.
- Peak Hour Occupancy – South San Francisco is 65% and has already reached the “sweet spot”.

John Fox

- *The seven terminals that are serviced by WETA now are Oakland, South San Francisco, San Francisco, but what are the other four? (According to the WETA website there are terminals at Harbor Bay, Alameda, AT&T Park, Oakland, San Francisco Gerry Building, Pier 41, South San Francisco, Mare Island and Vallejo).*

Steve Stamos

- *Regarding the project implementation timeline, do you have a general sense of how long the timeline takes?*

- Joel – Richmond had a feasibility study in 2015 and three years later they are about to open it. What it will be in three years for all the terminals, I can't guarantee.

Rich Hedges

- *In South San Francisco, do the ferries carry about 200 people?*
  - Joel – I was told the vessel capability was 250.

Kate Bond

- *I have a friend from Berkeley who takes the ferry to Genentech in South San Francisco and she loves it. However, I was told it was just Genentech using that particular ferry. Who is paying for that?*
  - Joel – My understanding is Genentech subsidizes the ferry rides for their employees, but there are other biotech companies in that area, so I don't think it is just Genentech.

Barbara Arietta

- *Any idea of how many private vessels there are?*
  - Chris Dacumos, Management Analyst II, Community Development at City of Redwood City – There two separate private companies operating from East Bay and San Francisco on to the Peninsula.

An Chen

- *What about the emerging new communities being built on Treasure Island? That would be a perfect place instead of getting people to change at Hercules.*
  - Chris – There is plan for development at Treasure Island for 2025, but I think it is just to San Francisco.

Barbara Arietta

- *What is the fare box recovery with BART and Caltrain?*
  - Joe – Caltrain is at 70%.

**PROGRAMMING AND ALLOCATING \$450,000 IN MEASURE A FUNDS FROM THE FERRY PROGRAM CATEGORY TO PREPARE A FEASIBILITY STUDY AND COST/BENEFIT ANALYSIS FOR A PROPOSED FERRY TERMINAL IN REDWOOD CITY**

Chris Dacumos, Management Analyst II, Community Development at City of Redwood City.

This authorizes the Executive Director to take any action necessary to program and allocate the funds. An execution of a funding agreed with the City of Redwood City to complete the requested work. This is contingent on the city securing \$60,000 in matching funds which is included in the FY 2019 budget.

The city will be working closely with the Port of Redwood City and WETA. The feasibility study and cost benefits analysis are viewed as an essential first step in determining whether the development of a new terminal ferry service is viable. It will also put Redwood City in a position to better leverage future Measure A investment. No impact to the budget, because the funding will come from FY2018 and prior year adopted budgets.

Barbara Arietta

- *Anticipated time for that terminal?*
  - Chris – 2023.
- *Do they know how many vessels they will have?*
  - Chris – I believe it is four.
- *Capacity of those vessels?*

- Chris – We anticipate between 1,800 to 2,000 passengers a day. 200 people per vessel.
- *And what are the routes?*
  - Chris – From Redwood City to San Francisco to Oakland.
- *It would be Redwood City to San Francisco to Oakland, the Oakland to Redwood City?*
  - Chris – The routes are from Redwood City to San Francisco to Oakland and then from Oakland to San Francisco to Redwood City.
- *So there is nothing coming out of San Francisco without coming through Oakland. Like a boat that just runs from San Francisco to Redwood City?*
  - Chris – There is a pickup in San Francisco. If there passengers in San Francisco they would be boarding for the Redwood City ferry.
- *What type of time operation are they looking at?*
  - Chris - Peak hours.
- *No other stops, let's say at AT&T Park?*
  - Chris - Not at the onset.

John Fox

- *The estimated end-to-end time routes, are they competitive with other transit modalities?*
  - Chris – The estimated time from Redwood City to San Francisco is a 15-minute savings compared to driving and 10 minutes compared to Caltrain.
- *The time from San Francisco to Oakland, is it still competitive?*
  - Chris – It is much more competitive compared to the Bay Bridge congestion.

Shaunda Scruggs

- *Do you have rendering of what the route would look like?*
  - Chris – We don't have a drawing per se, but the pickup in Redwood City would be at the Seaport Center. It's a similar office park to Redwood Shores, but more off Highway 101. About a ½ mile to a mile from the highway.

Rich Hedges

- *I have taken the ferries in Seattle and the traffic is as bad there as it is here, so it is wonderful to sit and relax going across the water. Taking public transit, you are saving time to do other things as you go.*

William Warhurst

- *I've been at the commercial ferry and Seaport Center a few times and there seems to be huge compatibility problems. Every time I been to the port where the commercial area is, it is dusty and my car is always a mess. I don't like parking there, it is not consumer friendly. Sea Port is not dusty like that, but part of the feasibility is how to keep the commercial traffic away from ferry traffic. Is that where the feasibility is focused on?*
  - Chris – The feasibility study is focused on how to accomplish fare box recovery ratio as well as funding both the terminal and operations.
- *How are you going to coordinate the commercial traffic and the passenger traffic?*
  - Chris – That's a question we'll have to leave up to the port. That would be part of the consideration on what are the conflicts of the feasibility study. The proposed site is the Cemex site at the Port of Redwood City.
- *I've been there and it's been very dusty. The source of lot of gypsum dust in the whole area. Are they closing that aspect down?*

- Chris – The portion of that property belongs to the port. I do not know that area of Cemex, so I don't know if operations will be modified.
- *The dust problem is not a Sea Port problem when I park there. Because of the gypsum off-loading of the commercial at Cemex operation it's a big problem at the port. If you want customers to be there you have consider the fine dust and coming back to your cars.*
  - Chris – I think that's a valuable comment.

Barbara Arietta

- *Where is the location Of Cemex?*
  - Chris – It at the end of Sea Port Boulevard.
- *Is it eventually going to defunct operation?*
  - Chris – I would have to come back with the specifics. It is still tentative.

Olma O'Neill

- *There is a lot of heavy industry there, is there a buy in?*
  - Chris – There's heavy interest among some of the recent tenants of Sea Port and the City of Redwood City.

An Chen

- *There seems a big opportunity to talk to Stanford. The amount we are spending for the staff's transportation to the facilities in Palo Alto is great. I'm not sure the staff on the medical side would be on the Oakland-San Francisco route. It would be more southern, like they come across either Dumbarton or the San Mateo Bridge. It could be a big opportunity if you brought in health professionals. That would be a huge population to serve.*
  - Chris – That's a good observation and one I have thought of myself. On that side of the bay, there aren't good facilities for ferry service. Also due to wetlands and shallowness of certain areas the route would have come from Oakland to San Francisco.

Essam El-Dardiry

- *Google, two to three years ago, used the ferry to take people from San Francisco and Redwood City to Google but they stopped that. Do you have insight into why?*
  - Chris – No insights into the justification. Another part of this is the staff is proposing to the city council a city wide transportation plan. This includes ferry service and a Broadway Street car. It will explore different transportation alternatives from Broadway to the Stanford campus.

Steve Stamos

- *I was hoping you could provide more background on the ferry program within Measure A.*
  - Joel – 2% support of new measure revenue goes to ferry service. The expenditure plan specifically states the terminals would be in South San Francisco and Redwood City and would split the revenue equally.

Barbara Arietta

- *Does the RM3, if it passes, have a plan for \$300 million in ferry enhancement?*
  - Chris – Yes, the RM3 would make available funding for new expansion service. RM2 helped subsidize the operation of existing services. There are a number of new services proposed where Redwood City could be in line to get some of the funding.

Motion/Second: R. Hedges/K. Chin

Ayes: B. Arietta , K. Bond, A. Chen, K. Chin, J. Fox, E. El-Dardiry, R. Hedges, K. Kuklin, O. O'Neill, S. Scruggs, S. Stamos, W. Warhurst

Nays: None

Absent: D. Bautista, J. Londer

**APPROVAL OF SHUTTLE APPLICATIONS AND PROGRAM AND ALLOCATION OF MEASURE A LOCAL SHUTTLE PROGRAM FUNDS OF 33 SHUTTLES FOR FISCAL YEARS 2019 AND 2020**

Joel Slavitt, Manager of Programming and Monitoring.

Since the previous TA CAC meeting, Joel Slavitt and his staff went to both the C/CAG Technical Advisory Committee and the C/CAG Congestion Management Environmental Quality Committee meetings. Both committees supposed the proposed recommendations however, the C/CAG Congestion Management Environmental Quality Committee wanted to have further discussions at their next meeting to see where they want to go in the future.

No changes to the recommended list of projects. Program allocation: \$8,995,865 in Measure A local shuttle funds to the 33 shuttles. Authorize Executive Director to take any action to allocate the funds.

Motion/Second: R. Hedges/K. Chin

Ayes: B. Arietta , K. Bond, A. Chen, K. Chin, J. Fox, E. El-Dardiry, R. Hedges, K. Kuklin, O. O'Neill, S. Scruggs, S. Stamos, W. Warhurst

Nays: None

Absent: D. Bautista, J. Londer

**ACCEPTANCE OF QUARTERLY INVESTMENT REPORT:**

Motion/Second: S. Scruggs, /A. Chen

Ayes: B. Arietta , K. Bond, A. Chen, K. Chin, J. Fox, E. El-Dardiry, R. Hedges, K. Kuklin, O. O'Neill, S. Scruggs, S. Stamos, W. Warhurst

Nays: None

Absent: D. Bautista, J. Londer

**AUTHORIZING AMENDMENT OF THE FY 2018 BUDGET TO INCREASE TOTAL OPERATING EXPENSES FROM \$87,101,864 TO A NEW FY 2018 TOTAL BUDGET OF \$88,848,158**

Ryan Hinchman, Manager of Financial Planning & Analysis.

This is a proposed budget amendment for \$1.7 million. There are three components to the amendment:

- Oversight – Due to increased projects this year, oversight expense is going up.
- Increasing staff support.
- Sales tax true up – From FY 2017 they received more sales tax than budgeted. Because of this, they true up the Measure A categories.

Rich Hedges

- *So sales tax revenue is up?*
  - Ryan – Yes.

Barbara Arietta

- *On the staff report increase of \$300,000, how much staff are we increasing?*
  - Joe – The staff will charge to different projects. There is cost associated with more type of things attributed to a specific project or specific project's

budget. This year, because of the three calls for projects, (highway program, shuttle program and bike program), there was a spike in that level of effort and the cost associated with that.

- *And oversight is increased over \$600,000?*
  - Joe – Same reason.

Motion/Second: S. Scruggs, /A. Chen

Ayes: B. Arietta, K. Bond, A. Chen, K. Chin, J. Fox, E. El-Dardiry, R. Hedges, K. Kuklin, O. O'Neill, S. Stamos, W. Warhurst

Absent: D. Bautista, J. Londer

Nays: None

Abstain: S. Scruggs

### **REPORT FROM THE CHAIR – BARBARA ARIETTA**

I happen to be at one place or another and I pick up the San Mateo Journal or the Palo Alto Weekly or I see the Menlo Park Almanac. What I am seeing is there is a lot of big time developments and some of them are not communicating with the TA. We have developments in South San Francisco, San Mateo, Millbrae and Stanford and there is probably a multiplicity of things coming up. It is incumbent upon us to communicate to the TA and Joe (Hurley) of things you know are going on. We should be communicating with our contacts in the community. If you know something is going on, it behooves all of us if we can to attend city planners or city council and advise them in a professional manner that it is important to communicate with the Transportation Authority. We need to be stronger communicators.

Joe Hurley – The normal process of these types of developments is that it's a locally controlled where the city has to assess what are the impacts associated with this development. We need to do is get into this discussion and what role do we play.

Rich Hedges – One of the reasons I'm proposing or thinking of ways to move people from the South San Francisco ferry is the town has over 3 million square feet already approved. Over 5 million is in the tender box, 7 million square feet in Brisbane, 6,000 units at Candlestick not counting retail and office and another 10,000 at the naval base. That is not many square miles. We have figure out how to move people.

Barbara Arietta – The second part I want to stress is our next meeting is June 5<sup>th</sup> which is also election night and we have a very important measure on the ballot, RM3 (Regional Measure 3). We need to go out among the people and explain what we need. I was chairing a meeting recently and people were saying, "We don't want any pet projects", "It costs too much", "I don't care about Solano County", "I don't care about Marin County" and "Women who pick up their kids don't take ferries." We need to tell the people what are the benefits are for RM3. What's in it for us in San Mateo County? US 101 92-Interchange, it is so dangerous that I do everything I can to avoid it. The Caltrain downtown extension would be in our favor. It would give money to Redwood City for its ferry service. RM3 would give \$130 million to the Dumbarton Corridor Improvement. These are not pet projects, these are important projects. It's important to educate people.

Joe Hurley – For the record, Barbara is not advocating how you vote, but you should do your homework to make an informed decision.

Barbara Arietta – Bad news is the previous night, they got the number of votes required to put the repeal of SB1 on the ballot.

### **REPORT FROM STAFF – JOE HURLEY**

The most exciting thing around here is the staff's recommendation on SB1. With the repeal of SB1 on the ballot, is all the reason why this group can articulate the number projects and programs that can implemented with the SB1 funding. I will be going to the CTC meeting on May 16<sup>th</sup> and 17<sup>th</sup> in San Diego. Our folks have been really pro-active getting the word out.

There is Assembly bill 1282 that looks at opportunities to implement projects more efficiently. It also views what can happen between the state permanent agencies and the transportation agencies as far as delivery of projects.

The previous week, I participated at a meeting that included the Secretary of Transportation and the Secretary of Natural Resources. They plan to have a report to the Legislature by the end of next year, but are also looking for pilot projects. We are going to push hard to have a project here in San Mateo County to be put as a pilot project.

On May 14<sup>th</sup>, there will be a brief ceremony at San Mateo City Hall, on the competition for the 92-El Camino completion project.

Broadway is completed, 92/El Camino will be completed shortly. We also have the 101/Willow Road interchange project and there is the final phase on the landscape projects. We are trying to see if there is an opportunity for savings from the projects to help fund a portion of the landscape work. It may require us to return and ask for some supplemental funds for the landscaping of those projects.

Barbara Arietta – *On the AB 1282, can you go over it again?*

Joe Hurley – It was to establish a task force to improve the efficiency with which transportation projects are delivered as it pertains to pre-mating from the state regulatory agencies.

### **MEMBER COMMENTS/REQUESTS**

Ken Chin – May 17<sup>th</sup> is "Ride your Bike to Work Day", so I encourage everyone to ride.

Steve Stamos – *Will we be getting updates on the Get Us Moving (GUM) project?*

Joe Hurley – The expenditure plan will go the Sam Trans Board and then the Board of Supervisors for approval to be place on the November ballot. It's still being crafted.

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

June 5, 2018 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2<sup>nd</sup> Floor, San Carlos, CA 94070

Adjourned at 6:07p.m.