

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

MINUTES OF AUGUST 4, 2016

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

MEMBERS ABSENT: M. Freschet, K. Ibarra, C. Johnson

STAFF PRESENT: J. Averill, S. Bhatnagar, J. Cassman, A. Chan, J. Hartnett, J. Hurley,
E. Kay, M. Martinez, N. McKenna, J. Slavitt

Chair Carole Groom called the meeting to order at 5:09 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Barbara Arietta, CAC Chair, reported on the meeting of August 2, 2016 (see attached).

APPROVAL OF CONSENT CALENDAR

- Approval of Minutes of June 2, 2016
- Information on Statement of Revenues and Expenditures for June 2016
- Authorize Approval and Ratification of the Fiscal Year (FY) 2017 Insurance Program with Wells Fargo Insurance Services at a Total Premium Cost of \$237,118

Motion/Second: Nihart/Horsley

Ayes: Horsley, Matsumoto, Nihart, Groom

Absent: Freschet, Ibarra, Johnson

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENDITURES FOR MAY 2016

Director Karyl Matsumoto said sales tax and rental income are worse than prior year and asked if this is any indication that things are flattening out and will start going down. Jim Hartnett, Executive Director, said sales tax revenues simply did not go up as expected. Sales tax reports lag real time so staff is guessing based upon older data.

Director Mary Ann Nihart said Pacifica's largest sales tax is gas tax. Gas being less costly will impact the county. Mr. Hartnett said he is not sure this is due to gas tax.

Eli Kay, Chief Financial Officer, said the trend is down so far. Staff expects to come up short \$2 to \$3 million against what was expected for the year. The first quarter money has not come in yet.

Motion/Second: Nihart/Horsley

Ayes: Horsley, Matsumoto, Nihart, Groom

Absent: Freschet, Ibarra, Johnson

PUBLIC COMMENT

None

CHAIRPERSON'S REPORT

Resolution of Appreciation to Chuck Harvey, Deputy CEO

Chair Groom presented a Resolution of Appreciation to Chuck Harvey, Deputy CEO, who retired after 35 years in transportation, including 15 years as Chief Operating Officer and Deputy CEO of Operations, Engineering and Construction, positions that placed him in a unique role carrying out the many infrastructure projects and programs authorized by the TA.

Motion/Second: Matsumoto/Horsley

Ayes: Horsley, Matsumoto, Nihart, Groom

Absent: Freschet, Ibarra, Johnson

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

The August 3 report is in the reading file.

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

The August 4 report is in the reading file.

REPORT OF THE EXECUTIVE DIRECTOR – J. HARTNETT

Mr. Hartnett said:

- The San Mateo City Council awarded the contract for construction of the Poplar Corridor Safety Improvement Project in June 2016 and construction is due to be complete in spring 2017. The project scope includes the median barrier and other safety improvements along Poplar Avenue between Highway 101 and Humboldt Street. In October 2012, the TA allocated \$1.5 million for environmental design, and construction phases of the project. The total project cost is \$2.2 million and the city of San Mateo contributed \$700,000.
- The Supplemental Project Initiation Document for the Highway 101 Managed Lane Project expanded the limits of the project down to the Santa Clara County area and added express lanes as an alternative. This was approved by California State Department of Transportation (Caltrans) on June 3. The cooperative agreement executed on June 22 with Caltrans for the environmental phase of the project defines the terms and conditions of funding as well as roles and responsibilities of the agencies involved. On June 30 there was a kickoff meeting of the Executive Steering Committee. An agreement was authorized by the TA in June with the San Mateo County Economic Development Association on the \$3 million in private funding to supplement the Measure A funding for the environmental phase. The Metropolitan Transportation Commission (MTC) supported reprogramming \$8.9 million of Federal earmarks to accelerate the environmental design phase of the project.
- Lots of progress has been made on the reconstruction of the Highway 101/Broadway Avenue Interchange with the major components scheduled to be completed next summer. Additional costs have been incurred to date associated with the utility relocation work, construction management and design support during construction, which are projected to be higher than budgeted. TA staff is working with Caltrans to pursue strategies to deliver the project within budget. Additional funding will probably be needed. TA staff,

Caltrans, and utility companies are working together to quantify the anticipated shortfall.

PROGRAM REPORT: ALTERNATIVE CONGESTION RELIEF (ACR)

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

- ACR Program Report and Work Plan
 - Commute.org educates, promotes and supports commute options for residents and employees in San Mateo County
 - Goal to reduce single-occupant vehicle travel during peak commute hours for environmental, economic and mobility benefits
 - Program areas: employer outreach and support, first/last-mile shuttle program, commuter engagement
 - Lean joint powers authority structure allows for innovative programs, rapid deployment/corrections and public/private partnerships
- Work plan for FY2016-2017
 - Shuttle program: 616,000 rides, a 27 percent increase over FY2014
 - Employer outreach: 430 active employers (113,079 employees), a 35 percent increase over FY2014
 - Commuter engagement
 - Vanpool target: 100
 - Try transit target: 660
 - Commuter campaigns target: 2,500
 - Carpool target: 400
- The website is one of the key ways to distribute information
- Key initiative for FY2016-2017
 - Employer focus groups in 2015
 - Piloted during 2016 commuter challenge
 - Full platform launch in September
 - Key features
 - Employer networks
 - Dynamic/traditional ridesharing integration
 - Application-based trip logging
 - School pool functionality
- The my.commute.org website was shown, which allows users to plan and log trips on all modes of transit, including statistics about travel time and greenhouse gas emissions saved, and earn incentives from their employer
- Funding profile
 - TA: FY2015: \$435,000; FY2016: \$445,000
 - City/County Association of Governments (C/CAG) Assembly Bill (AB) 434: FY2015: \$472,300; FY2016: \$525,000
 - C/CAG Congestion Relief: FY2015: \$510,000; FY2016: \$510,000
 - Shuttle funding: FY2015: \$2,234,700; FY2016: \$2,310,300
- Budget Revenue
 - C/CAG AB 434: 13.2 percent
 - C/CAG congestion relief: 13.6 percent
 - Shuttle consortium funding: 21.1 percent
 - TA shuttle grants: 38.7 percent
 - MTC outreach: 1.8 percent

- TA Measure A: 11.5 percent
- Interest/miscellaneous: 0.1 percent
- Budget Expenses
 - Shuttle operations: 57 percent
 - Employer programs: 16 percent
 - Commuter programs: 13 percent
 - Public/private partnerships: 6 percent
 - Administrative/agency development: 8 percent

Director Matsumoto asked for a list of employers who contribute to the shuttle.

Director Nihart asked if agencies have to be outside of the county to use this program. Mr. Ford said anyone who travels to, through, or from the county can use it. These are public dollars that Commute.org is matching with public funds. The shuttles are open to the public.

Director Nihart said this is a great incentive to get people more engaged.

FINANCE

Authorize Allocation of \$445,000 in New Measure A ACR Funds to the Peninsula Traffic Congestion Relief Alliance to Support the Countywide Congestion Relief Program for Fiscal Year 2017

Joel Slavit, Manager, Programming and Monitoring, said staff is proposing the Board allocate \$445,000 in New Measure A ACR funds to help fund Commute.org's annual countywide congestion relief program. Commute.org has historically received New Measure A funds from this program to help fund the administration of its commute alternative programs.

Public Comment

Rich Hedges, San Mateo, said Mr. Ford is doing a great job. Mr. Ford put shuttles in Google planner. The new buses are better and more comfortable.

Motion/Second: Horsley/Matsumoto

Ayes: Horsley, Matsumoto, Nihart, Groom

Absent: Freschet, Ibarra, Johnson

Authorize Programming and Allocation to Advance \$5.9 Million of Measure A Funding for the Route 92/El Camino Real Interchange Project and a Reimbursement Agreement with Caltrans

Joe Hurley, Director, TA Program, said the State funding is the primary source the TA taps into to match the Measure A money for improvements on the State highway system. On May 18, the California Transportation Commission (CTC) adopted the 2016 State Transportation Improvement Program (STIP), and driven by diminishing gas tax revenues, \$754 million of funding Statewide was deprogramed and another \$750 million was deferred. There are two projects affected by this action: the Route 92/El Camino Real Interchange Project and the Highway 101/Willow Road Interchange Project. The adopted 2016 STIP does not make funding available for these projects until FY2017-2018. Staff has explored funding mechanisms and sources with C/CAG, Caltrans, MTC, and

local jurisdictions to advance the projects, including the application for a Federal grant through the Fast Lane Program, which was not successful. One option is a statutorily authorized process, which the TA has employed in the past, which allows local agencies to advance the money to project sooner than the State funds are programed, and then be reimbursed by the State at a future time when State funds become available. The advancement of funds through this process will fully fund these two projects and allow them to begin construction late summer/early fall. This will avoid more than a year delay to the benefits of these projects in terms of congestion relief and safety improvements. This also guards against potential inflation factors associated with construction costs and delays. The timing of the reimbursement is subject to availability of State funds. The reimbursement will be the subject of an agreement between Caltrans and the TA.

Director Matsumoto questioned the staff report, which states that with all agreements with the State, Caltrans does not guarantee payment of funds, and the city would not be able and would not be obligated to reimburse the TA for advanced funds. Mr. Hurley said the State will not guarantee reimbursement, however historically there has never been a situation where the local agency has entered into this situation and not been reimbursed.

Director Nihart asked how assured the TA is that the State will reimburse the TA. Mr. Hurley said when a local agency takes the initiative to advance local money it becomes a number one priority when State funds become available. It is a higher priority than a new project would receive.

Joan Cassman, Legal Counsel, said in developing the staff report legal discussed the fact that there is a risk. The State will not guarantee a repayment. There is no precedent for the State not honoring the obligation. It could happen but it probably will not.

Mr. Hurley said with all the cooperative agreements the TA has had with Caltrans there was always that disclaimer that it was subject to the legislative approval of the budget.

Director Don Horsley said the choice is to delay the project and wait until more money from State, but that is probably not a good idea because both projects need to be done now. These are good investments in both projects and he is confident the TA will get the funding reimbursed.

Chair Groom said these two projects have been on the list for a long time, are extremely dangerous and are a risk. The TA is at risk if not getting paid back, but these projects are risks to the residents of this county. The fact that the State cut these programs is unconscionable. The State has a healthy surplus.

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

Authorize Programming and Allocation of \$10.4 Million of Measure A Funding for the Highway 101/Willow Road Interchange Project and a Reimbursement Agreement with Caltrans

Mr. Hurley said this is the same situation as the previous item.

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

Authorize Allocation of \$14,960,000 in New Measure A Funds to the San Mateo County Transit District for Application Towards the Caltrain Program Category and the Paratransit Program Category

Mr. Kay said the dollars designated are based on a percentage per the Transportation Expenditure Plan up to 8 percent for Caltrain operating expenditures and 4 percent for paratransit.

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

Authorize Amendment of the Investment Policy and Reauthorization to Invest Monies with the Local Agency Investment Fund

Mr. Kay said the proposed action is to amend the investment policy benchmarks that relate to the current portfolio and to update investment descriptions in the policy. There is no implication on the budget.

Director Horsley said never heard of Banker's Acceptance. Mr. Kay said it is a financial instrument that the TA does not use, but it is included in the policy to align with the California Government Code as an allowable investment. The TA does not invest in anything risky.

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

Authorize Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2016

Mr. Kay said this report includes types of investments, descriptions, securities held by the TA's funds, and a statement that the portfolio complies with the investment policy, which it does. The investment portfolio is managed by PFM Asset Management LLC, and liquidity funds are managed by TA staff. The total return for the quarter ended June 30 is 0.65 percent, approximately \$1 million return on the portfolio. The total portfolio value today is \$473 million.

Director Nihart asked if the United States is bouncing back from the results of the Brexit referendum. Mr. Kay said the United States is still in a very low interest rate environment.

Director Nihart asked how the yields on TA investments are doing. Mr. Kay said yields are very low. The first priority is security of the investment, so the TA invests in the least risky assets, which are at very low interest rates.

Director Nihart asked how long this will go on. Mr. Kay said the yield curve, what interest rates will look like in the next five to 10 years, is a guess. The guess is they will be 2 percent to 2.5 percent in next 10 years.

Motion/Second: Horsley/Nihart

Ayes: Horsley, Matsumoto, Nihart, Groom

Absent: Freschet, Ibarra, Johnson

PROGRAM

Program Report: Grade Separation Program

April Chan, Chief Officer, Planning, Grants, and the TA, presented:

- Program Overview
 - Purpose of program is to improve safety at railroad crossings and to relieve traffic congestion
 - 15 percent of the New Measure A Program
 - \$225 million in 2004 dollars over the life of the program, assumes \$60 million in annual New Measure A receipts
 - Allocated \$54.9 million to date
 - Cities with candidate railroad crossings listed in the Expenditure Plan
 - South San Francisco
 - San Bruno
 - Millbrae
 - Burlingame
 - San Mateo
 - Redwood City
 - Menlo Park
 - Atherton
 - East Palo Alto
 - New Measure A funded projects: \$54.9 million
 - San Bruno, San Mateo, and Angus avenues in San Bruno
 - 25th Avenue in San Mateo
 - Ravenswood in Menlo Park
- Planning studies
 - Identified technically feasible alternatives for grade separation of the Caltrain corridor in San Mateo County
 - High-level development of alternatives
 - Primarily looked at grade separation options at each crossing
 - High/medium/low assessment of impacts of each scenario
 - Coordinated study efforts with local public works departments
 - Studies completed September 2009
 - Identified physical impacts and costs
 - Included property, driveway access, street, utility, and parking impacts
 - High-level assessment

- Assumed “all or nothing” property takes
 - Order of magnitude costs
 - Costs varied on different alternatives
- Order of magnitude cost ranges in 2009 dollars for a few studied grade separations
 - Broadway, Burlingame: \$115 million to \$559 million
 - Ravenswood Avenue, Menlo Park: \$113 million to \$463 million
 - South Linden Avenue, South San Francisco: \$132 million to \$333 million
- Board approved funding guiding principles in April 2013
 - Allocate at least 80 percent of remaining available funds for construction
 - Allocate up to 20 percent for pre-construction, with at least 10 percent for design
- Guiding principles: programming and allocation
 - Program and allocate funds to separate project phases
 - Planning/project study report
 - Preliminary engineering/environmental assessment
 - Design
 - Construction
 - Planning/project study report
 - Study project alternatives
 - Develop cost estimates
 - Include at least one scenario consistent with the Caltrain/high-speed rail blended system
 - Include Caltrain in the planning process
 - Preliminary engineering/environmental
 - Complete necessary Federal and/or State environmental assessment
 - City council approval and Caltrain concurrence with selected alternative
 - Design
 - Complete design with Caltrain to ensure railroad design standards are met
 - City council approval and Caltrain concurrence with the selected alternative
 - Construction
 - Constructed by Caltrain
 - Secure full funding plan
 - City council approval and Caltrain concurrence with the selected alternative
- 2013 solicitation evaluation criteria
 - Project readiness: 20 percent
 - Safety and traffic improvement: 35 percent
 - Project need and justification: 35 percent
 - Funding leverage: 10 percent
- 2013 solicitation outcome
 - In 2013, TA solicited interest from cities in completing grade separation project over the next 10 years

- Five cities responded:
 - San Bruno, South San Francisco, Burlingame, San Mateo, and Menlo Park
- Funded several projects through planning
- Projects are being completed in varying schedules; cities are seeking funding through special circumstances requests
- Insufficient revenue to fully fund these projects through construction
- Future funding outlook
 - Remaining amount of Measure A funding anticipated to be available
 - Approximately \$235 million projected to be available for remaining life of the program, based upon updated 2016 dollars
 - Other Federal and State funding that may be available for grade separations
 - State Section 190 - \$15 million annually
 - Federal Railroad Administration (FRA) – railroad safety infrastructure improvement grants – 2016 solicitation provides \$25 million
 - California High Speed Rail Authority (CHSRA)
- Project selection process: alternatives for consideration
 - Continue funding calls with no change
 - Provides maximum flexibility
 - Insufficient funding to fully fund projects in progress through construction
 - Scheduling when to issue calls for projects process is a challenge due to varying project schedules
 - May need to consider special circumstance requests
 - Primarily focus on projects that are ready to go into the next phase
 - Focus only on projects in process
 - Conserves resources, but precludes others
 - Prioritize funding based on Caltrain's Grade Crossing Hazard Analysis, blended system consideration, and Public Utilities Commission scores
 - Focus on projects in process, but consider funding for new projects to complete planning only
 - Primarily limit remaining funding for existing projects
 - Opportunity to further study others
- Next steps
 - August: review existing policy; solicit Board input on potential program changes
 - September: Board approves changes to program

Director Matsumoto said CHSRA is not even addressing this issue. She is not counting on support from CHSRA. She said the five most hazardous and most used intersections should be identified since funds are so limited. She said she would rather the TA address one or two crossings and successfully addressing a safety issue rather than dole out \$1 million or \$2 million for planning each project.

Chair Groom said the projects for final consideration have to have been in the pipeline, and some money has to have been expended and some work has to have been done. It would not be fair to have someone come in now with a whole new project.

Director Nihart said \$25 million for railroad safety from the FRA is not sufficient.

Update on State and Federal Legislative Program

Shweta Bhatnagar, Manager, Government and Community Relations, provided the following update:

State

On June 27 Governor Brown signed the FY2016-2017 Budget Act, which provides \$122.5 billion in General Fund spending including investments in childcare and education, and sets aside \$2 billion for the State's rainy-day reserve. Missing from the budget is the appropriation of unallocated Cap and Trade revenues, funding for roads, and a fix for the State Transit Assistance distribution methodology, which the Legislature will take up in a transportation funding trailer bill.

Senator Jim Beall and Assemblymember Jim Frazier have been working together for the past several weeks to merge their separate transportation funding proposals into one trailer bill that they hope will pass the Legislature with the required two-thirds vote.

As for the remaining Legislative calendar, August 31 marks the end of the regular session and the Governor has until September 30 to sign or veto regular session legislation.

The Special Session on Transportation can run until November 30.

Federal

There has been no movement in the House or Senate on their respective Transportation, Housing and Urban Development appropriations bill. Congress will likely pass a continuing resolution that would extend current funding during the month of September since the end of the fiscal year is September 30.

Director Horsley said the last Cap and Trade auction did not yield what was anticipated and asked if that is still the case. Ms. Bhatnagar said another auction will occur in August, but has been very little movement in terms of legislation on Cap and Trade.

Director Nihart said she is not excited that Cap and Trade will be the answer for managing greenhouse gas. She asked how much will be spent on the Federal Aviation Administration extension. Ms. Bhatnagar said staff has been working with the Board of Equalization to try to figure out exactly how much San Mateo funds will be diverted if it does pass, and it has been a struggle to come up with a number.

Ms. Cassman said the Board of Equalization does not account for sales taxes in a manner that the TA receives information that can help reach an estimation.

Chair Groom said train operators were given a five-year extension on train safety protocols. She asked if there is any action to make them do what they are supposed to do. She said this is in reference to the double lining for all freight trains carrying liquid. She would like to know if there is a final date that this safety improvement has to be done. Ms. Bhatnagar said she will get back to the Board on this issue.

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

September 1, 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 6:39 p.m. in memory of Larry Shaine, longtime valuable CAC member.

TA CAC Chair's Report

August 4, 2016

Good evening Madam Chair and members of the Board,

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

(TA Item 4a) The CAC reviewed the Minutes of the Board's June 2, 2016 meeting, without questions or comments.

(TA Item 4b) The CAC supported the Acceptance of the Statement of Revenues and Expenditures for May 2016, without questions or comments.

(TA Item 4c) The CAC received information that the Statement of Revenues and Expenses for the period ending June 30, 2016 will be presented at the November 3, meeting of the Board of Directors.

(TA Item ~~4c~~4d) The CAC supported the Approval and Ratification of the Fiscal Year 2017 Insurance Program with Wells Fargo Insurance Services at a Total Premium Cost of \$237,118.

(TA Item 10) 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 Alternative Congestion Relief this month by John Ford, Executive Director of Commute.org (AKA Peninsula Traffic Congestion Relief Alliance). His presentation overview included a program report and FY 2016-2017 Work Plan, which showed results of goals and objectives over several years, as well as primary program areas, which covered Employer Outreach and Support, First/Last Mile Shuttle Program, and Commuter Engagement. CAC members were very pleased with Commute.org's innovative approaches in developing new commuter participants.

(TA Item 11a) After receiving a brief report from Joel Slavitt, Manager Programming and Monitoring, the CAC supported the Allocation of \$445,000 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 2017.

(TA Item 11b) Following a detailed overview and explanation from Joe Hurley, TA Program Director, the CAC supported the Programming and Allocation to Advance \$5.9 Million of Measure A Funding for the Route 92/El Camino Real Interchange Project and a Reimbursement Agreement with the California State Department of Transportation.

(TA Item 11c) Subsequent to a report by Joe Hurley, the CAC supported the Programming and Allocation of \$10.4 Million of Measure A Funding for the 101/Willow Road Interchange Project and a Reimbursement Agreement with the California State Department of Transportation.

(TA Item 11d) Pursuant to an update from Joe Hurley, the CAC supported the Allocation of \$14,960,000 in New Measure A Funds to the San Mateo County Transit District for Application Towards the Caltrain Program Category and the Paratransit Program Category.

(TA Item 11e) Following a comprehensive Q and A with Carl Cubba, Director-Treasury, the CAC supported the Amendment of the Investment Policy and Reauthorization to Invest Monies with the Local Agency Investment Fund.

(TA Item 11f) The CAC supported the Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2016.

(TA Item 12a) April Chan, Chief Officer, Planning, Grants and Transportation Authority provided the CAC with information on the prior planning work that the TA staff has taken with regards to grade crossing in the County and the fund programming policy that the Board has previously endorsed for the Grade Separation Program. The presentation also included alternatives for consideration regarding the project selections process moving forward. Although the CAC understands the critical funding problems for the Grade Separations, at present and going forward, members expressed that focus should be on projects in process, but opportunity should be given to further study others in the future, perhaps by setting aside a small amount of money for new projects to, at least, complete planning only. The CAC acknowledged that the cost of grade separations will only allow for one or two more projects to be funded under the current program if Measure A's proportional contribution levels remain the same as with recent projects.

(TA Item 12b) Shweta Bhatnagar, Manager Government and Community Relations, advised the CAC that the legislature approved the FY 2016-17 State Budget without a significant transportation component, however she also advised that it is possible for the legislature to address the issue beyond August 31 deadline, which represents the end of the Regular Legislative Session.

(CAC Chair's Report to the CAC)

In my own report to the CAC, I advised the CAC that we have lost three more members over the summer: The passing of Larry Shaine, and the resignation of Laurie Simonson and Phil Rosenblatt.

Larry, an 18 year member of the CAC, was considered to be one of our finest Senior Statesman. He passed away on July 11th. The loss of Larry's energy and expertise on the CAC is yet another diminishment to the vast institutional knowledge that has been enjoyed by the

CAC for these past several years. Joe Hurley and I attended the services for Larry last month in Burlingame.

Laurie Simonson, a five year member of the CAC, is moving to Colorado to be closer to her family. She has resigned effective August 2nd. She was an exceptional and dedicated member of the CAC, who was also Vice Chair of the CAC for several years, leaving that position only this past year.

Phil Rosenblatt, although only being a member of the CAC for a little over a year, certainly understood very quickly all issues in transportation in this county and was a very enthusiastic contributor to helping find solutions for same. An attorney by profession, Phil proved to be an extremely articulate member of the CAC in defining his concerns and actively advocating for solutions to county transportation issues, especially those experienced by coastal residents, of which he was a member. Unfortunately, poor health conditions that had recently surfaced have forced Phil to leave the CAC effective this past June.

The CAC has now currently only ten members remaining and eagerly awaits the filling of the empty positions.

(Staff Report to the CAC)

In Joe's report to the CAC, he advised the CAC that the Poplar Ave Improvement Project construction phase began at the end of July.

Respectfully submitted,

BARBARA ARIETTA
Chair, San Mateo County Transportation Authority, CAC