

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

MINUTES OF MARCH 31, 2015

MEMBERS PRESENT: B. Arietta (Chair), D. Bautista, J. Bigelow, J. Fox, R. Hedges, D. Maez, L. Simonson, A. Vargas, J. Whittemore

MEMBERS ABSENT: R. Hees, J. Londer, D. Lujan, L. Shaine, B. Warhurst

STAFF PRESENT: J. Averill, S. Bhatnagar, J. Hurley, J. Slavitt, K. Watson

Chair Barbara Arietta called the meeting to order at 4:34 p.m. and Doris Maez led the Pledge of Allegiance.

APPROVAL OF THE FEBRUARY 3, 2015 MEETING MINUTES

Ms. Maez said she will be resigning, so page 7 under Member Comments should read resigning instead of "not reapplying."

Motion/Second: Hedges/Bautista

Ayes: Arietta, Bautista, Bigelow, Hedges, Maez, Simonson, Vargas, Whittemore

Absent: Fox, Hees, Londer, Lujan, Shaine, Warhurst

PUBLIC COMMENT

None.

ITEMS FOR REVIEW – MARCH 5, 2015 TA BOARD MEETING

Program Report: Transit Ferry Program – South San Francisco (TA Item 10a)

Kevin Connolly, Manager, Planning and Development, Water Emergency Transportation Authority (WETA), presented:

- WETA Board ridership development actions included adding evening departures and increasing marketing focus in April 2013.
- In summer 2013, there were two Bay Area Rapid Transit (BART) strikes and a bridge closure, which increased ferry ridership.
- 2014 Customer Survey
 - Twenty-five percent have household incomes of \$200,000 or more
 - Twenty-one percent of riders have been riding in the last six months
 - To get to the ferry, 26 percent use a bike and 15 percent walk
- Of the 84 Genentech employees who live in Oakland and Alameda, 42 percent take the ferry.
- Average ridership out of South San Francisco for March was 518.

John Fox arrived at 4:45 p.m.

- The Harbor Bay service hit its 40 percent mark in year 14. Ridership level trends for the South San Francisco ferry mirror Harbor Bay's trends in the same year.

Harbor Bay service increased as local development increased. Today, Harbor Bay has a 60 percent farebox recovery. There is a long list of approved development projects in South San Francisco. This will drive ridership growth of the South San Francisco ferry service.

- Marketing Plan
 - Sixty-eight percent of the riders learned about the service through their employer, 35 percent from a co-worker
 - This service is a destination service for South San Francisco, an origin service for East Bay, so the marketing approach is for East Bay residents.
- A fare increase was passed in the fall, including a 6 percent increase for South San Francisco service and a 3 percent increase for all services.
- Status Report
 - Positive trends
 - Increasing ridership
 - Increased exposure to potential customers
 - Efficient crew sharing, scheduling
 - Cost recovery improving
 - Service is still underutilized compared to level of operating cost
 - Foster ridership growth, explore cost efficiencies
- MTC has a 40 percent farebox recovery performance standard that should be achieved in three years. WETA believes three years is not a reasonable timeframe; many ferry services take five to 10 years to reach a stable state of ridership. Eliminating the South San Francisco service would impact the other services, because the ferry service is a network system. A system-wide farebox recovery target is more appropriate.

Jim Whittemore said three years may seem arbitrary, but it is the number that was agreed to. He said this is not a significant enough improvement, the boats are empty and signage is inadequate. He said 10 years may be a better timeframe, but it is not what he voted on when this originally came to him for a vote. He said the service only takes about 150 cars off the bridge.

April Vargas asked what interlining of vessels means. Mr. Connolly said it is to make the most efficient use of the crew's and boat's time, the boat will cover as much demand as possible.

Jim Bigelow said there have been discussions about schools bringing students to the boats for educational purposes, and marketing to the hotel customers. He asked if those have attracted a significant ridership growth. Mr. Connolly said it is low, less than 25 per day on average.

Mr. Bigelow said this is an emergency transportation system that has to be ready during an earthquake. A vessel can't sit and not move because it has to be ready when there is an emergency.

Diana Bautista asked if anything is being done to reach residents in Daly City or the area. Mr. Connolly said nothing for San Bruno or Daly City because this is not an origin terminal. There are only 62 parking spaces in South San Francisco, so it is not intended

or designed to be an origin for San Mateo County residents; it is a destination for East Bay residents. He said there is a lot of outreach in uptown Oakland where there are new condominiums.

Ms. Maez said fares are \$14 round trip, so it is understandable the people who use it make more than \$200,000 a year.

Rich Hedges said Oakland has a bus service funded by merchants that goes from condominiums to BART and Jack London Square and asked if marketing has been done on those buses. Mr. Connolly said yes, about 7 percent of the bus service is transferring to the ferry.

Mr. Hedges said he sees the system as insurance for when there is an emergency.

Mr. Fox said there was a terminal for Redwood City in development or construction. He asked if that is still going to happen. Joe Hurley, Director, Transportation Authority Program, said the Expenditure Plan identified service to South San Francisco and Redwood City as eligible ports in the county.

Mr. Fox asked if modeling has been done incorporating Redwood City with a true mix of cross bay service. He asked how much bigger the ridership would be or what the returns on the investment would be. Mr. Connolly said service scenarios, operating schemes and ridership estimates have been done. It is promising, but more boats and more expense are required, and is a possible direction to go in the future.

Mr. Bigelow said Genentech will pay 100 percent of the fare for their employees, and is trying to increase their ridership.

Ms. Maez said the limiting factor is Genentech, and asked what the scope of the potential market is for that group. She said 84 people live in the East Bay and work at Genentech. Mr. Connolly said Genentech's rate of hire is increasing because the service exists, and those people are riding the ferry.

Laurie Simonson asked where the funding sources are from. Mr. Connolly said the operating funding is from Regional Measure 2 bridge tolls and fares. The TA provided \$8 million in capital for the construction of the SSF terminal.

Ms. Simonson asked if any Alameda or East Bay transit districts provided money. Mr. Connolly said no.

Mr. Hedges asked what amenities are offered. Mr. Connolly said a full bar, coffee, and snacks.

Chair Arietta asked what the MTC feedback was. Mr. Connolly said staff is amenable to the suggestions and recognizes it takes time for ridership to grow. MTC provides some of the capital funding, and the requirement for that funding is the service has to run for 25 years.

Mr. Whittemore asked what the current operating budget is. Mr. Connolly said \$3.8 million a year.

Mr. Whittemore asked why the ferry does not provide service to Giants games. Mr. Connolly said there are only 62 parking spaces at the terminal, and there is not enough capacity at the docks for the ferries because there are three boats but two docking spaces.

Mr. Hurley reiterated efforts shouldn't be focused on the development of an exit strategy; it is in everyone's best interest for this program to be successful and that's where energy and effort should be targeted.

Mr. Hurley asked how the service would work in an emergency. Mr. Connolly said legislation empowers WETA with coordinating all water transportation on the Bay. The first 48 to 72 hours are the immediate response, after that is economic recovery. The response period is moving safety personnel where the need is greatest. In economic recovery, the ferry acts as the only operating service. WETA has the ability to commandeer private vessel fleets and coordinate other service providers. This is a non-funded mandate; no operating funding is provided.

Acceptance of Statement of Revenues and Expenditures for February 2015 (TA Item 4b)

Mr. Whittemore said there are discrepancies in the data where columns don't add up. Kathryn Watson, Manager, Treasury, said some data in the reconciliation worksheets were hard-coded, so there are some January subtotals with February actuals. The formulas were fixed and the documents were corrected. She said changes to how these documents are reviewed have been made going forward.

Motion/Second: Hedges/Bautista

Ayes: Arietta, Bautista, Bigelow, Fox, Hedges, Maez, Simonson, Vargas

Absent: Hees, Londer, Lujan, Shaine, Warhurst

Abstain: Whittemore

Proclamation Declaring April 9, 2015 Stand Up for Transportation Day (TA Item 9a)

Shweta Bhatnagar, Government Affairs Officer, said on April 9, the TA will join other Bay Area transit agencies to participate in Stand Up for Transportation Day. Transit agencies will join American Public Transportation Association to urge Congress to pass a new surface transportation authorization before the current funding program expires in May. A press conference will be held at the Transbay Terminal at 1 p.m.

Ms. Bautista asked what the CAC can do to promote this. Ms. Bhatnagar said the CAC can re-tweet SamTrans or Caltrain tweets to help with the social media presence.

Motion/Second: Whittemore/Hedges

Ayes: Arietta, Bautista, Bigelow, Fox, Hedges, Maez, Simonson, Vargas, Whittemore

Absent: Hees, Londer, Lujan, Shaine, Warhurst

Update on State and Federal Legislative Program (TA Item 10b)

Ms. Bhatnagar said the Strategic Growth Council has approved Caltrain's concept proposal for the Affordable Housing/Sustainable Communities Cap and Trade Grant Program and has invited Caltrain to submit a full grant application for the South San Francisco Caltrain Station Access and Improvements Project. Caltrain is requesting \$5 million through this program for station improvements. The city of South San Francisco has also been invited to submit an application through this program for the complete streets project linking the community around the station to transit. She said staff is looking for letters of support for this program.

Ms. Bautista said she would like to make a motion of support for the grant application.

Motion/Second: Bautista/Hedges

Ayes: Arietta, Bautista, Bigelow, Fox, Hedges, Maez, Simonson, Vargas, Whittemore

Absent: Hees, Londer, Lujan, Shaine, Warhurst

Approval of Minutes of March 5, 2015 (TA Item 4a)

No discussion.

REPORT OF THE CHAIR – BARBARA ARIETTA

See attachment for Chair Arietta's complete report.

REPORT FROM STAFF – JOE HURLEY

Mr. Hurley said:

- Staff has had meetings with the Bay Area Council, the California Department of Transportation (Caltrans), California Transportation Commission, MTC, the Santa Clara Valley Transportation Authority and the city and county of San Francisco concerning fixes to the Highway 101 corridor. The timing for implementation is within a five-year period. Managed lanes or express lanes are being discussed, which are toll lanes for those that may not have occupancy for a carpool. There would be a high-occupancy vehicle lane for carpools, and if there was excess capacity, single occupancy vehicles would be allowed to buy into the lane. Transportation needs far outpace the dollars available. The managed lane is not intended as a revenue source, but is for demand management.
- On March 10, the judge issued a tentative judgement on the Calera Parkway Project. There was a challenge to the environmental document that was certified by Caltrans. The judge initially said she does not agree there are deficiencies as the petitioner pointed out. A statement of decision needs to be prepared by Caltrans. The petitioners then would have 15 days to prepare an objection letter, and then the judge has five days to issue a final judgment. The TA is in a holding pattern because it is up to the city of Pacifica to initiate the next move.
- This is Ms. Maez's last meeting as she is resigning from the CAC.

MEMBER COMMENTS/REQUESTS

Mr. Whittemore said he will be moving to Oregon.

Ms. Simonson asked why agendas, minutes and presentations get removed from the website after two or three years. She said it is valuable to have that information available for research purposes.

Mr. Bigelow said technology exists to put remote, wireless cameras at Caltrain crossings that look down the right of way and could be in infrared to detect individuals hiding in the bushes. This information could go to the Transit Police and train engineers so they could see it in real time. This could be used as a deterrent for suicides.

DATE, TIME AND PLACE OF NEXT MEETING

Tuesday, May 5, 2015 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

Adjourned at 6:00 p.m.

Averill, Joshua

From: Barbara Arietta <barietta@hotmail.com>
Sent: Tuesday, April 07, 2015 5:33 PM
To: Averill, Joshua
Subject: ****CAC CHAIR'S REPORT FOR MARCH 31, 2015****

"A CHANGING OF THE GUARD":

Our new Executive Director, Jim Hartnett, called me last week to both initially introduce himself and to also express his thanks and appreciation to the CAC for the work that it has done and continues to do, as well as the diligence that it has displayed in its role as an advisory body to the Executive Board of the San Mateo County Transportation Authority (TA). He looks forward to working with us.

On Monday, March 30th Mr. Hartnett took over as General Manager of Sam Trans, Executive Director of Caltrain and Executive Director of the TA.

Meanwhile, his wife Rosanne Foust, currently on the Redwood City Council and CEO of SAMCEDA, the San Mateo County Economic Development Association, I regret to report has resigned her post on our TA Board in order to avoid a conflict of interest. I shall miss her greatly. Like her husband, Rosanne is an individual who commands the highest respect for the work that she does and the integrity that she brings to the table.

SAN PEDRO CREEK BRIDGE CONSTRUCTION UPDATE:

On April 15, 2015, CALTRANS will resume construction activities to complete the remaining bridge and roadwork for the San Pedro Bridge Replacement Project on State Route 1 in Pacifica. Construction activities will continue Monday through Friday, between the hours of 7:00 a.m. to 3:30 p.m. This will include replanting and restoration of vegetation around the creek area.

The work will install a longer and higher bridge over the creek to provide capacity for the 100 year flood event, in addition a class 1 multi-purpose path will be added along its eastern side.

I can say, from these past several months of driving at a snail's pace in the long, long lines of cars trying to go south at commute hour, that literally thousands of commuters will be extremely happy to hear that this new bridge will be completed by October 2015, with the temporary detour expecting to return to State Route 1 in the same month.

DEDICATION OF OLLIE MAYER'S OVERLOOK, DEVIL'S SLIDE TRAIL:

On Saturday April 4, 2015 a ceremony honoring Ollie Mayer and her contributions to preserve the San Mateo County coast will be begin a 1pm at the Northern Overlook of Devil's Slide.

Ollie Mayer helped voice concerns with the proposal of a by-pass over Montara Mountain and was involved in the effort to create a tunnel through the mountain itself. Devil's Slide Trail exists today, in part, because of her

work to preserve the environment and quality of life along San Mateo County's coastline.

As parking is extremely limited. Transportation to the event shall be provided by both shuttles and Sam Trans buses. Shuttles will depart from San Pedro Valley Park in Pacifica at 11:30 am and continue until 12:30pm or until all guests have been transported. Sam Trans buses will also provide transportation to the event.

RSVPS will be necessary. When responding with your RSVPS, you are asked to indicate which shuttle you shall be taking. In order to find out more information, please contact Carla Schoof at cschoof@smcgov.org or call 650-599-1306.

MTC CITES SAN MATEO COUNTY IN RECENTLY RELEASED BAY AREA CONGESTION REPORT:

The Metropolitan Transportation Commission (MTC) has recently released its first freeway congestion report since 2009. It has ranked U.S. Hwy 101 northbound from Woodside Road to Hillsdale Boulevard as the tenth most congested area in the Bay Area, reflecting the peninsula's economic resurgence. The Commission defines "congested delay" as the time spent in traffic moving at speeds of 35 mph or less.

The local Bay Area congested delay has risen 18 percent in 2013 to an average of 2.6 minutes per commuter each weekday in 2013 from 2.2 minutes in 2012. This marks the Bay Area's highest level of congested delay in at least 15 years and a 37 percent increase over the average 1.9 minutes per-commuter-per-day registered in 2010 at the nadir of the region's recession fueled traffic break.

"Total delay", which MTC defines as all time spent in traffic moving below the posted speed limit averaged about 7 minutes per commuter in 2013.

And, speaking to the anticipated increase of local congested delay in San Mateo County alone, last week our County Supervisor and former CAC member, Dave Pine was quoted as saying, "Think our roads in San Mateo County are crowded now? Wait until approximately 17.2 million square feet of commercial/office development that is in the pipeline over the next four years is completed in the County!"

"PENNIES FOR POTHOLES" POTENTIAL TAX:

The most recent statewide Field Poll probed voter attitudes on transportation problems and solutions, in particular. Specifically, it asked voters whether the state should be spending more on road maintenance, and if so, how it should go about paying for it.

As is typical of such surveys, 71 % of voters wanted government to spend more on road maintenance, but there was no consensus on how to pay for it. However, there was some encouraging news for our region. For example, among statewide voters 49% favored raising the gas tax by 10 cents per gallon to improve local roads and state highways while 48% opposed that funding solution.

However, the answer to that same question among bay area voters was 68% support and 29% oppose, which is above the 2/3rds constitutional threshold required for passage of a special tax. The Metropolitan Transportation Commission(MTC) has long possessed the authority to ask Bay Area voters to consider imposing a regional gas tax for transportation purposes, but it never did so because the polling results were always so unfavorable. According to Steve Heminger, the Executive Director of the MTC, with these new

results, the MTC should reconsider the possibility of imposing such a tax... Perhaps a "Pennies for Potholes" ballot measure is in our near future.

BIKE TO WORK DAY

On May 14, 2015 the Bay Area will celebrate the 21st anniversary of Bike to Work Day with a nine-county wide party on wheels. Held during National Bike Month, Bike to Work Day is one of the region's premier bicycling events.

Respectfully submitted,

BARBARA ARIETTA

Chair, San Mateo County Transportation Authority, CAC