

**Report from the TA Citizens Advisory Committee
Meeting of August 31, 2021**

The TA CAC meeting held on August 31 was chaired by John Fox due to Chair Barbara Arietta's inability to access Internet via cell phone service. Chair Arietta did participate by calling in from a landline.

The committee met online via a Zoom meeting with TA staff. The CAC heard presentations and reviewed reports, and there were both informational items as well as agenda items requiring a motion with roll call vote.

The informational items were

- CAC Item 5a (TA board 10a)- Alternative Congestion Relief and Traffic Demand Management (ACR/TDM) Plan Update

Patrick Gilster presented the status and recent progress on the development of the ACR/TDM plan. The work is ongoing, the plan is in development with a scheduled draft review for December 2021. The expectation is the plan will be presented to the TA Board in January 2022. As part of the plan development, there has been extensive stakeholder outreach and engagement with various groups, the general public, and other government bodies. As this kind of ACR/TDM planning is a new direction for transit agencies, there is great value in understanding what others are doing, and to learn from the broader experience. Not all the jurisdictions do this planning the same way. The TA staff are finding out there are lots of individual documents that have not been coordinated, but very few coherent structured CDM plans per se. (Only 2 cities have actual TDM plans to date). This "peer review" is helpful in seeing what ideas are out there, what might work well and be incorporated into the TA plan.

The TA has clear desired outcomes for the plan reflected in sustainability, transportation and enhanced mobility. An Ad-hoc meeting has been established to help guide the development the draft plan.

- CAC Item 5b (TA Board Item 10b) Alternative Congestion Relief Program Update

Jennifer Williams and John Ford gave a presentation on the ongoing programs at the Congestion Relief Alliance (commute.org) which are funded through Measure A. The COVID situation has provided many challenges to transit agencies. With reductions in general traffic, as employers resume in-person activity some former transit commuters may start driving to work. While there may be significant shifts

to remote work in the future, roughly 59% of work activity in the county is expected to require in-person workers. How to best serve this group, through transit, carpool programs, shuttles and incentives requires some adjustment in Commute.Org programs. This year is a good time to update the Commute.Org Mission and Vision statements.

In the last year the shuttle program has continued, but with some routes re-scheduled, some combined, and a few cancelled due to ridership. The good news is that ridership this year is up 60% compared to the lows of last year. However, this year ridership is still a fraction of pre-COVID history. John Ford summarized the situation as "providing challenges and opportunities".

- CAC Item 5e (TA Board Item 12) - State and Federal Legislative Update

Ryan McCauley briefed the CAC on both Federal and State legislation in process. The infrastructure bill passed the Senate, this has very significant funding for transit and transportation with support as well as increased investment. This funding would include grade separations in San Mateo County and many regional transit investments. At the State level, the legislative session is essentially over, bills will be going to the Governor for 30 day review and signature.

- CAC Item 5d - Information on Statement of Revenues and Expenditures for the Period Ending June 30, 2021

Vice-Chair Fox encouraged the CAC to examine the Statements and pass any questions to staff through Joe Hurley.

- TA item 5(i) Approval of Minutes of the Board of directors Meeting of July 1, 2021

There were no comments or suggested edits.

There were agenda items requiring a motion and vote.

- Approval of CAC Minutes from August 3, 2021

Minutes were approved unanimously.

- CAC item 5c, TA Board item 11(a) - Program and Allocate \$572,535 in Measure A Alternative Congestion Relief Funds to the Peninsula Congestion Relief Alliance (commute.org) to Support the Countywide Congestion Relief Program for Fiscal Year 2022

The presentations by Jennifer Williams and John Ford on agenda item 5(b) motivated this motion to provide the 2022 program funding. The dollar amount is based on past years and a CPI adjustment. The motion passed unanimously.

- CAC item 5(e)TA Board Item 5(b) -Program and Allocate \$3,859,822 in Measure A funds to the San Mateo County Transit District for the SamTrans Paratransit Program

Peter Skinner gave a verbal presentation on the request. The TA supports paratransit services though a 4% defined support level in the measure A Expenditure Plan. New this last year has been the agreement to allow cross-county border trips (for example, for a San Mateo county resident to travel to the VA hospital in Santa Clara County). This eliminates a transfer and two carriers for the single trip, and is a better service for these riders. The CAC, members expressed strong support for this service. There was a question and clarification on use of taxi services through this program, such services are contracted but are used in cases where the existing paratransit vehicles are completely allocated, and where efficiency in total numbers transported make using the single-rider taxi service economical as an adjunct to regular service. The motion passed unanimously.

- CAC item 5(f) TA Board Item 5(c) Program and Allocate \$301,000 of Measure A Grade Separation Program funding to Whipple Avenue Grade Separation Project

The increase expands outreach to the public, includes more streets and crossings. Redwood City is including their own \$50K as a matching contribution. This expanded funding allows the completion of a larger more comprehensive plan. The motion passed unanimously.

- CAC Item5(e), TA Board Item 5(b) - Acceptance Statement of revenues and Expenditures for period ending July 31, 2021

Joe Hurley reported that sales tax revenues for July 2021 are up 40% compared to July 2020. The motion to accept passed unanimously.

- CAC Item5(h), TA Board Item 5(e) - Acceptance Capital projects Quarterly Status Report for 4th Quarter Fiscal Year 2021

Joe Hurley reported that the TA Board had asked that the format of these reports be improved, and that Caltrain projects get better visibility. Joe says the report formats are being updated and we should see the changes during the next several quarterly cycles. The motion to accept passed unanimously.

The meeting concluded with

- Report of the Chair

Barbara Arietta told of the continuation of the Caltrain/JPB Governance meetings (an earlier meeting could not be held when the representatives from San Francisco and Santa Clara counties boycotted the meeting). This is a longstanding mess, the history goes back to 1991. There are three possible governance models that might be developed to change the existing governance:

1. Maintain the SMCTD as managing agency with increased JPB oversight over the Caltrain Executive Director and increased Caltrain oversight of services provided to the railroad by SMCTD through shared service agreements.
2. Adjust the SMCTD managing agency model to provide for greatly expanded JPB oversight and authority, including direct JPB employment of the Caltrain Executive Director and senior leadership, expansion of services provided to the railroad directly by Caltrain and establishment of purchased service agreements for remaining service provided to the railroad by SMCTD.
3. Dissolve the managing agency model altogether and replace with a separate, independent Caltrain agency to directly manage and administer the railroad, either through reorganizing the JPA or forming a new Special District.

Stakeholders in this management include JPB, MTC, and the counties. There will be more discussion of the path forward at the September 30 meeting.

- Report from Staff

Joe Hurley reported on the early planning for the 101 N Managed Lanes Project (from I-380 north to the San Francisco County line). A scoping meeting was held August 4, public comments due back September 3.

- Report from Members

Sandra Lang expressed the importance of the grade separation projects in terms of connectivity as well as safety. She voiced her recommendation for increased funding, and more rapid planning for grade separations. Her concerns were amplified by a tragic accident that occurred recently at the Broadway (Burlingame) crossing. Rich Hedges commented on a very successful commuter transit route that connects Chicago with Milwaukie, the train takes roughly an hour to connect the Chicago job market with the Milwaukie lower-cost housing markets. Some commuters use

the train time and Wi-Fi as part of their workday. Rich thinks this kind of rapid service connectivity between jobs and housing could be expanded in some parts of California.

Rich Hedges expanded on the Chair's report by summarizing the situation with the complaints of Santa Clara and San Francisco counties as "If you live in a glass house, better put down those rocks". Chair Arietta says "this point is well-taken and she wholeheartedly agrees".

Vice-Chair Fox expressed thanks to all the meeting presenters, as well as Jean Brook for her consistent skill keeping the Zoom meeting running smoothly.

The meeting was adjourned, the next meeting will be October 5.

Submitted September 2, 2021

John D. Fox

TA CAC Vice Chair