

**Report from the TA Citizens Advisory Committee  
Meeting of March 30, 2021**

The TA CAC meeting held on March 30 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/TA Board Item 9a- Update on Transit Ferry Program

We heard a presentation from Jessica Manzi (Redwood City) on the analysis of the feasibility of ferry service at the Port of Redwood City. This feasibility study used 5 metrics to understand the economics, engineering, environmental impacts, and other factors that would be important if a ferry service were operated at the Port. Two routes were considered, a SF-Redwood City route and Oakland-Redwood City route. The overall sense is that this service could be developed at the port, not conflict with existing Port operations (both commercial and recreational), and meet the necessary MTC farebox recovery standard. The schedule could have operations by 2024. Two possible terminal locations were considered for cost as well as potential interference with the port turning basin. There are also very real concerns with last mile connections at this site, it is anticipated that the majority of riders would drive to the service without good first- and last-mile connections. The plan is to go forward with more detailed plans and studies.

The CAC had many questions, including issues of ridership (it looks like the east bay service would have more of a commute structure, with heavy traffic in one direction towards Redwood City in the AM, less traffic on the AM return ferry.) Peninsula employers view this ferry option as attractive because it increases potential employees from the east bay. The SF traffic was more balanced. One concern on the SF route was that it basically competes with the electrified Caltrain service. Rick Hedges and Jeff Londer wondered if Oyster Point service at SSF might be incorporated in the SF route, there are possible advantages to this but the pier and facilities at Oyster Point might not be consistent for the larger fast ferries. Another question was raised about the fuel source for the ferries. The existing technology uses diesel fuel for the boats, while the modern diesel engines are much cleaner than historical marine diesels, the CAC wondered if a future ferry might be more environmentally neutral. The response from the WETA engineering experts

is that a future technology might be available for natural gas, hydrogen or electric power sources - but it isn't ready for the near term. There are grant programs that WETA can apply for to explore new ferry power technology.

- TA Board Item 10(c) Update on San Mateo County Transportation Authority's Use of Proceeds Related to the 2020 Subordinate Sales Tax Revenue variable Rate Demand Bonds

We heard from Jayden Sangha on the plan, and the state of the bonds and interest rates. The current environment of low interest rates is favorable for the TA at this time.

- TA Board Item 5(a) Approval of Minutes of the Board of directors Meeting of March 4, 2021

There were no comments or suggested edits.

**There were agenda items requiring a motion and vote:**

- Approval of CAC Minutes from March 2, 2021

Minutes were approved without edits or additions.

- TA Board Item 10a Program and Allocate \$160,000 in Measure A Ferry program Funds

Jennifer Williams gave a short verbal summary, there is defined funding in Measure A for this. Because of the favorable report on feasibility, there was little discussion among the CAC regarding any downsides to this allocation. This motion passed unanimously.

- TA Board item 10b - Program and Allocate \$840,00 in Local partnership Formula funds and Re-Program and Re-Allocate \$840,000 of Measure W funds

The CAC had a presentation from Patrick Gilster, with some explanations from Peter Skinner on why we have “extra” funds to re-allocate. The basic adjustment uses funds that were allocated but not spent on a previous project, they can be applied to an active project. This motion passed unanimously.

- TA Board Item 11 State and Federal Legislative Update and Approval of Legislative Proposals: Support of SB 339 (Wiener)

Ryan McCauley gave a status summary of the ongoing federal and State possibilities to bring new transit funding. SB 339 extends an existing “pay by mile” pilot program use study through 2027. The discussion on this included remarks by Rich Hedges who is participating in the pilot, there is a virtual “credit card” that shows how the proposed pay per-mile fees and rebates would work. A low income credit or adjustment is part of this study. This motion of support passed unanimously.

- TA Board Item 5(d) Execute Master Agreement with the California Department of Transportation

Peter Skinner gave a status summary of the ongoing federal and State possibilities to bring transit funding. This motion passed unanimously.

- TA Board Item 5(b) Acceptance of Statement of Revenues and Expenditures for the Period Ending February 28, 2021

Joe Hurley offered a quick verbal summary, there was minimal discussion. This motion passed unanimously. Fox encouraged the CAC members to check the report on their own and express any questions to Joe Hurley.

The meeting concluded with:

- Report of the Chair

Barbara Arietta offered her own statement of thanks and support to outgoing Executive Director Jim Harnett. The Board has their own expression of thanks in process. Barbara wanted to add this farewell expression to our meeting. Her thoughts are attached at the end of this report.

- Report from Staff

Joe Hurley reported for the TA.

- Report from Members

Thanks were expressed to all the meeting presenters, as well as Jean Brook for her consistent skill keeping the Zoom meeting running smoothly.

Submitted March 30, 2021

John D. Fox

TA CAC Vice Chair

Barbara Arietta's note to Jim Hartnett:

I would like to take this opportunity to say a few words about our outgoing CEO and General Manager, Jim Hartnett.

I can't believe it's already been 6 years since Jim Hartnett was named to his current role as our leader.

During his time with us, he has had many outstanding accomplishments, a list of which can be found in the Resolution of Appreciation that the TA Executive Board will present to him on Thursday evening, April 1st.

But, I would like to add a little more info about Jim himself.

Before being named to the head of our San Mateo County Transit District, he served on the Redwood City Council, which included terms as Mayor and Vice-Mayor.

Additionally, Jim has also been a past Vice-Chair of the California High Speed Rail Authority Board of Directors and a former Chair of both the Sam Trans and Caltrain Boards.

He brought to us an "open style of leadership" and to his position a "never give up" attitude.

In 2019, the San Francisco Business Times selected Jim Hartnett as one of the most admired CEO's.

Among his many goals, he had two top goals when he took over the leadership of our district.

The first goal was to obtain a dedicated source of funds for Caltrain and the second was to solve the Sam Trans structural deficit.

Both these goals have challenged our District not for years, but for decades. Jim Hartnett reached those goals and, for that, I wholeheartedly thank him!

Jim has been an outstanding and trusted regional transit leader who has contributed greatly, not just to the success of the San Mateo County Transportation District, but to this region, as a whole.

He truly was the "right person at the right time". His leadership will be sorely missed, but his contributions will not be forgotten.

So, as Chair of the CAC, I would like to extend congratulations to Jim Hartnett for a job well done!

Barbara Arietta  
Chair, SMCTA CAC