

Liaison Report (Karyl Matsumoto)
Summary of San Mateo County Transit District's (District)
Meeting of June 1, 2016

AGENDA ITEM # 9
JUNE 2, 2016

The Community Relations Committee and Board

Tina Dubost, Manager, Accessible Transit Services, said the paratransit eligibility contractor, Care Evaluators, has hired a person to do additional in-person interviews.

Mike Levinson, Chair, Paratransit Coordinating Council (PCC), said the PCC had a couple of tabling events in Pacifica and Belmont.

David Olmeda, Chief Operating Officer, Bus, presented the Mobility Management Report – Shuttles (attached).

Average Weekday Ridership – April 2016 Compared to April 2015

Bus: 41,640, a decrease of 5.2 percent

All modes: 166,930, an increase of 2.1 percent

Mr. Olmeda said the SamTrans Service Plan (SSP) included 15 new routes. Those 15 routes have yielded 1.75 million new rides since the launch of the SSP in 2014. The overall system has grown 2.5 percent since the SSP. The six strongest routes are producing 65 percent of the ridership. Over a 12-month period, 17 of the 76 routes produced 85 percent of the ridership. School runs only produce about 5.5 percent of the ridership.

The Finance Committee and Board

Accepted the Statement of Revenues and Expenses for April 2016.

Approved the Fiscal Year 2017 Operating Budget in the Amount of \$145,054,100.

Approved the Fiscal Year 2017 Capital Budget in the Amount of \$16,327,874. The major component of the budget is the procurement of six electric buses and three cutaway vehicles for Redi-Wheels services.

Approved Salary Ordinance No. 99. The Table of Position classifications included in the Ordinance adds 15 new positions and restoration of three previously traded positions as well as a 3.5 percent adjustment to the salary ranges. A 3.5 percent increase in wages for the administrative (non-represented) employees was also approved.

Approved Reduction of Employer-Paid Member Contributions to the California Public Employees' Retirement System (Classic Members) Effective June 26, 2016 From 2 Percent to 1 Percent. This additional 1 percent reduction is the fourth installment in a series of reductions and is part of a long-term effort to enhance the District's fiscal sustainability. The District will now withhold 6 percent from the wages of all represented and administrative (full-time and part-time) employees who were hired prior to January 1, 2013.

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Approved Proposed Disadvantaged Business Enterprise (DBE) Goal of 0 Percent for Federal Fiscal Years 2017 (FY) Through 2019 for Federal Transit Administration-Assisted Contracts. During this period the District expects to expend approximately \$2.6 million in Federal funds for the replacement of cutaway buses and minivans. DBE goals for transit vehicles are established by the transit vehicle manufacturers that report directly to FTA. Staff found no market area DBE dealers available for minivan purchases.

Authorized the General Manager/CEO to Execute Contracts Over \$100,000 for Technology Related Products and Services to Vendors Under Cooperative Purchasing Agreements for FY2017 for an Aggregate Not-to-Exceed Amount of \$1.5 Million.

Authorized the General Manager/CEO to Execute Contracts Over \$100,000 for Information Technology License Renewals, Maintenance Services and Professional Services for FY2017 for an Aggregate Not-to-Exceed Amount of \$850,000.

Rejected All Bids for Electrical Maintenance Services as Non-Responsive.

Legislative Committee

Last month the Senate approved the FY2017 Transportation Housing and Urban Development (THUD) Appropriations bill, which will provide \$16.9 billion in discretionary appropriations to the Department of Transportation (DOT). The bill also includes \$332 million for the Federal Transit Administration's (FTA) Core Capacity Program, but it doesn't call out specific projects for funding. The bill leaves the discretion up to the FTA. The House Appropriations Committee approved their FY2017 THUD funding bill late last month. Their bill includes \$19.2 billion in discretionary appropriations to the DOT and it also includes \$330 million for the Core Capacity Program and specifically recommends that Caltrain Electrification Project receive \$100 million. The House has not yet set a schedule to bring the bill up for a floor vote.

The Conference Committee started meeting today on the budget that will ultimately be sent to the governor for signature. The budget is due on June 15. The May Revise came out and there was not very good news for transit with regards to the State Transit Assistance (STA) Program which is down about \$48 million. In January the governor anticipated about \$2.4 billion through the four Cap and Trade auctions, but now it looks like \$1.8 billion. This shouldn't have an impact on the formula programs. The governor is proposing \$400 million of Cap and Trade funding over 10 years for transit.

Planning, Development and Sustainability Committee

Approved Execution of a Cooperative Agreement to Provide Right-of-Way Certification and Eminent Domain Services to Support Future Peninsula Corridor Joint Powers Board (JPB) Capital Projects. State funding sources for certain projects may require the certification of real property acquisitions by an agency certified by the California State Department of Transportation (Caltrans). The JPB is not a Caltrans-certified right-of-way agency. The agreement would allow the District to perform the necessary services

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under the District's certification. The services include appraisal review and submissions to all funding authorities of all required right-of-way certification documentation.

Approved Enrollment in the Peninsula Clean Energy (PCE) Community Choice Energy Program. The Board approved the budget-neutral option that achieves higher renewable energy content and lower greenhouse gas emissions. This option supports the District's 2015-2019 Strategic Plan commitment to "provide public transportation in the most environmentally and economically sustainable manner possible." Staff will reassess this option in one year and report the findings to the Board.

Proclaimed June 16, 2016 as National Dump the Pump Day and as a promotion fares will be free on Routes ECR and 294.

The Board of Directors

Held a Public Hearing to consider the elimination of FLX San Carlos Route that started on January 27, 2014. SamTrans operated four trips in the morning and five trips in the afternoon during weekday peak commute periods. In the 27 months since the service launched, daily ridership averaged 10 to 20 passengers, or about two passengers per hour.

Approved the elimination of FLX San Carlos Route effective August 5, 2016, the Title VI Equity Analysis, and Filing a Notice of Exemption under the California Environmental Quality Act.

Approved the labor agreement with the Teamsters Local 845 representing the maintenance supervisors effective immediately through September 2017.

Jim Hartnett, General Manager/CEO, reported:

- Staff will be bringing back a formal Strategic Plan progress report at the September and March meetings.
- One of the goals in the Strategic Plan is to increase youth ridership. The marketing staff is doing a Summer Youth Pass (SYP) campaign to reach out to more youth riders by offering online sales of the SYP. The SYP is \$40 for a three-month pass. A mobile ticketing application will be beta tested in early 2017.
- Staff will have a booth at the San Mateo County Fair on Senior Day and Youth Day.
- Two more veterans were trained for Veterans Mobility Corps.
- Fixed-route service averaged over 29,000 miles between service calls in April and paratransit averaged over 45,000 miles between service calls.
- Over 2,300 hours of training was conducted in April.
- Runbook 120 goes into effect June 12.
- Staff has met with school officials and city officials in Half Moon Bay to finalize route changes for safety reasons so students don't have to cross Main Street. These changes will be effective with the August runbook.

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- Weekend service was increased for Route 294 and there was an initial 78 percent increase in ridership. There was a bit of dip in March, but April increased 60 percent.

The next regular meeting of the Board is scheduled for Wednesday, June 6, 2016 at 2 p.m.

The logo for samTrans, featuring the text "samTrans" in a bold, sans-serif font. The "a" and "m" are lowercase, while "T" and "r" are uppercase. Below the text are two horizontal bars: a red one on top and a blue one on the bottom.

Mobility Management – Shuttle Performance

Community Relations Committee
San Mateo
June 1, 2016
Agenda Item 6

Shuttles Program

The logo for samTrans, featuring the text "samTrans" in a bold, sans-serif font. The "a" and "m" are lowercase, while "T" and "r" are uppercase. Below the text are two horizontal bars: a red one on top and a blue one on the bottom.

- Shuttles by Mode
- Business & Public Partners
- Proposed FY 2017 SamTrans Funding
- Proposed FY 2017 JPB Funding
- Sponsor Support
- Ridership
- Operational Flexibility
- Fleet Features
- Summary



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Shuttles by Mode

samTrans

Caltrain – 22 routes

- Operates in 3 counties
- Serves 13 stations

SamTrans – 8 routes

- Serves 5 stations

Open to the public, anybody may ride

- 1.1 million annual trips
- 5.2 million passenger “last mile”
- 17.3 million passenger miles on Caltrain & BART

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Business Partners

samTrans

More than 400 businesses participate in the “last-mile” Shuttles program.

Some of the business partners:

- Monster Cable, Inc.
- Exelixis, Inc.
- Oracle
- Advanced Micro Devices
- Wal-Mart Stores, Inc.
- Intel
- Electronic Arts
- Google

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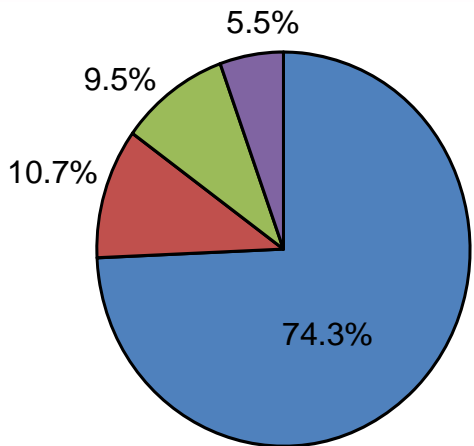
Public Partners



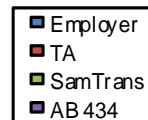
- BAAQMD (TFCA funding)
- C/CAG (Grant Program and TFCA funding)
- Peninsula Traffic Congestion Relief Alliance (Commute.org)
- Several cities on the Peninsula
- Peninsula Corridor Joint Powers Board
- San Mateo County Transportation Authority

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FY2017 SamTrans Funding



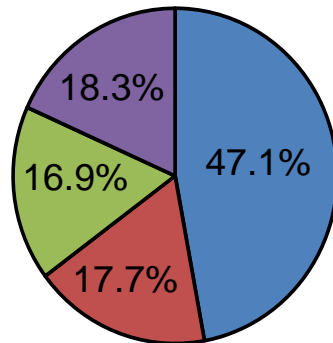
\$1,480,600 Employer
\$212,500 TA Measure A
\$189,608 SamTrans
\$109,000 AB 434
\$1,991,708 Total



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FY2017 JPB Funding

samTrans



\$2,548,700 Employer

\$ 960,670 Caltrain

\$ 914,550 TA Measure A

\$ 989,380 AB 434

\$5,413,300 Total

- Employer
- Caltrain
- TA Measure A
- AB 434

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Sponsor Support

samTrans

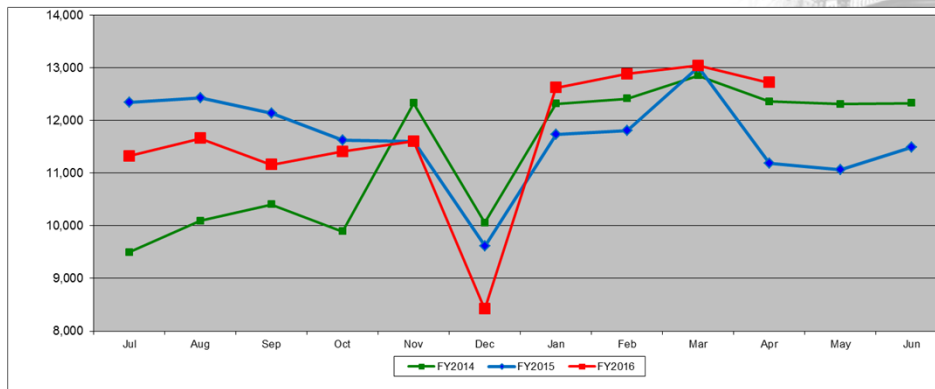
Caltrain and SamTrans shuttles depend on many funding partnerships.

Even with fluctuations in the economy, most companies and cities that sponsor shuttles continue to participate in the Shuttles program.

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Shuttle AWR

samTrans



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Operational Flexibility

samTrans

- Shuttle contractors can adjust service rapidly to meet specific and/or changing needs:
 - Matching schedules to train arrival/departures
 - Matching vehicle size/capacity to meet route demand
 - Hi-tech & bio-tech shutdown periods
- Shuttle operators are prepared to respond to emergency and unplanned operations:
 - Security
 - Mechanical issues
 - Disaster
 - Accidents

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Fleet Features

samTrans

- 2015 model year with updated branding
- Reduced fleet emissions
- Three vehicle configurations – 20, 28 & 42 seats
- All buses ADA compliant, capacity for two wheelchairs
- Two-bike capacity racks
- PA system - interior/exterior for stop announcements
- Head and curbside electronic designation signs



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Summary

samTrans

- A successful Public and Private Partnership
- Shuttles program significantly leverages external funds
- Annual grant funding is variable
- Ridership is trending slightly upward
- Shuttles operational flexibility enhances the “Last-mile” to support rail services

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