

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

**MINUTES OF MAY 2, 2017**

**MEMBERS PRESENT:** B. Arietta (Chair) K. Bond, A. Chen, E. El-Dardiry, J. Fox, R. Hedges, J. Londer, O. O'Neil, S. Scruggs, S. Stamos, W. Warhurst

**MEMBERS ABSENT:** D. Bautista, P. Haynie, K. Kuklin

**STAFF PRESENT:** A. Chan, T. Dubost, J. Hurley, N. McKenna, M. Simon,

Chair Barbara Arietta called the meeting to order at 4:32 p.m. and Rich Hedges led the Pledge of Allegiance.

**APPROVAL OF THE APRIL 4, 2017 MEETING MINUTES**

Motion/Second: Hedges/Londer

Ayes: Chen, El-Dardiry, Fox, Hedges, Londer, O'Neill, Scruggs, Stamos, Warhurst, Arietta

Absent: Bautista, Haynie, Kuklin

Abstain: Bond

**PUBLIC COMMENT**

None

**ITEMS FOR REVIEW – APRIL 6, 2017 TA BOARD MEETING**

**Authorize Acceptance of the Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2017**

Jeff Londer asked what the custom index referenced on page eight of ten is and is there a standard public agency index.

Mr. Hedges said in the second paragraph on page 5 the return is very large for the quarter.

Motion/Second: Hedges/Londer

Ayes: Bond, Chen, El-Dardiry, Fox, Hedges, Londer, O'Neill, Scruggs, Stamos, Warhurst, Arietta

Absent: Bautista, Haynie, Kuklin

**Preliminary Fiscal Year 2018 Budget**

Kathleen Kelly, Interim Chief Financial Officer, reported:

- Revenues are \$89.2 million, an increase of \$2 million.
- Total expenses are \$86.8 million.
- Total annual allocations are \$30.9.
- Total Measure A expenditures are \$52.9 million

Mr. Hedges asked when the \$1.7 million to Bay Area Rapid Transit (BART) payment ends. Mr. Hurley said the 2 percent is through the life of Measure A.

Steve Stamos asked how the 2 percent projected growth in sales tax compares to prior years. Ms. Kelly said about the same.

### **Program Report: Paratransit**

Tina Dubost, Manager, Accessible Transit Services, presented:

- Paratransit is the most expensive services the San Mateo County Transit District (District) provides, but one of the most important.
- Redi-Wheels on Bay side and Redi-Coast on the Coast.
- It is a Federal unfunded mandated passed in 1990.
- Comparable paratransit service for those unable to ride fixed-route transit.
- Americans with Disability Act paratransit characteristics/requirements:
  - Service must be provide with  $\frac{3}{4}$  mile zone of fixed route service
  - Service day/time parallel to fixed route service
  - Shared ride
  - Advance reservation
  - Zero denial for service
- Paratransit service provides equal opportunity for mobility to people with disabilities who can't use conventional fixed-route transit.
- Total registrants is almost 8,700.
- 64 percent are 70 years or older.
- 20 percent are non-ambulatory.
- 23 percent have cognitive disabilities.
- 12 percent have visual disabilities.
- 26 percent receive fare assistance.
- Trips
  - Dialysis centers
  - Adult day care centers
  - Hospitals, doctors appointments, senior centers, colleges, senior housing and shopping
- All Redi-Wheels and RediCoast users must be certified.
- Average cost per trip is \$43.32 (FY 2016).
- Service is funded by the TA Original Measure A and New Measure A.
- FY2017 Paratransit budget is \$18.16 million.
- Service is contracted with First Transit for Redi-Wheels and MV Transportation provides RediCoast service.
- The District owns and maintains fleet of vehicles for these services.
- Average weekday ridership is over 1,150, up three percent from last year
- Pickups within 20 minutes of scheduled time are considered on-time.
- Complaints are very low.
- Eligible customers are offered a trip within one hour of the requested time.

Ms. Scruggs asked if staff has thought of using ride sharing services for those customers that are visually impaired. Ms. Dubost said staff has, but have concerns about service quality.

Essam El-Dardiry asked how passengers are charged. Ms. Dubost said it is a flat fee of \$4.75 per trip and the low income fare is \$1.75 per trip. People pay cash when they board or they can buy coupons.

William Warhurst asked to what degree does the Federal government supervise, monitor or get involved with the local mandate. Ms. Dubost said every three years there is a triennial review and staff has to provide data.

Mr. Stamos asked if there is a phone application. Ms. Dubost said no it is an in person interview process.

Mr. Stamos asked how much time does a person have to get into the vehicle before the trip is cancelled. Ms. Dubost said five minutes from the time the vehicle arrives before it is considered a no show.

Mr. Stamos asked what happens to no shows. Ms. Dubost said a customer can be suspended initially for one week if they have three no shows within a 30 day period and more than 6 percent of the trips they take.

Mr. Londer said no matter the distance the fare is the same. Ms. Dubost said yes.

Kate Bond asked if this unfunded mandated was ever funded. Ms. Dubost said not by the Federal Government.

Ms. Scruggs asked if there is a protocol after the first call informing them their ride is outside. Ms. Dubost said drivers can go to the door if less than 50 feet and the door of the vehicle is within view.

Mr. Hurley said it is important to adhere to timing restriction because a driver could have a full load of passengers that need to get to appointments and needs to keep on track,

Mr. Hedges asked about the status of the travel training and volunteer driving program. Ms. Dubost said travel training is being done for people who have disabilities and mobility management is a program for seniors and veterans on how to use the bus. Ms. Dubost said volunteer drivers was looked at a few years ago, but it wasn't successful.

### **Update on SamTrans and Caltrain Business**

Mark Simon, Chief of Staff, reported:

- Current Measure A passed in 2004 did not provide funding for SamTrans fixed bus route services.
- At the current spending rate, by 2023 SamTrans will have depleted their financial reserves.
- SamTrans has operated the same business model for the last 40 years and perhaps should become less of a transit company and more of a mobility company.

- There is an aging population in the county, millennials don't want to drive and have mobility needs that need to be met.
- Caltrain gets 70 percent farebox recovery, but there is still a 30 percent deficit.
- In the past SamTrans has opted to pay only the Measure A contribution.
- Caltrain's long-term funding issue would be resolved with a new funding source.
- Need to stabilize the finances of SamTrans and Caltrain.

Mr. Hedges said he often sees two SamTrans buses at the same time because of the traffic and that is why people don't use the service. Mr. Simon said staff is looking at service on El Camino Real. SamTrans is losing ridership due to traffic, low cost of gas, and people moving out of the area for housing.

John Fox said from a historical perspective, the Bay Area Rapid Transit extension costs were known, but what's the mechanism for dealing with the debt service. Mr. Simon said borrow money and generate sufficient income to cover the costs.

Chair Arietta said this is the possibility of the county's reinvention of the transportation system. She asked if there is a constant ongoing plan to get this information in local papers. Mr. Simon said yes. He said staff put a panel on at the Progressive Seminar with four transportation categories and the priorities.

Chair Arietta said people are already talking about the 2018 ballot measure. She asked if there have been any definitive items that have been identified in the measure. Mr. Simon said no not without the public's input.

Chair Arietta said there has been a series of revenue enhancements that have been approved by the California Legislature and \$5 billion coming in annually statewide for investment and infrastructure. She asked how much does San Mateo County receive. April Chan, Chief Officer, Planning, Grants and the TA, said this is Senate Bill 1. She said Caltrain will receive \$6 million a year and can be used for operating or capital and SamTrans receives \$4 million.

### **Acceptance of Statement of Revenues and Expenses for March 2017**

Motion/Second: Hedges/Bond

Ayes: Bond, Chen, El-Dardiry, Fox, Hedges, Londer, O'Neill, Scruggs, Stamos, Warhurst, Arietta

Absent: Bautista, Haynie, Kuklin

Mr. Londer asked what the three checks to URS are for. Mr. Hurley said they are for the Broadway Interchange and 101 Managed Lanes projects.

### **Update of State and Federal Legislative Program**

Ms. Chan said the \$100 million is included for the 2017 administration's budget. She said staff is hoping to know what is in the president's budget at the end of May.

### **Update on Regional Measure 3 (RM3)**

Mr. Hurley said RM3 is an effort spearheaded by MTC, but requires legislation and voter approval to raise bridge tolls by \$1 -\$3 . The intent of the program is to relieve

congestion on congested corridors of regional significance . Highway 101 corridor and Caltrain are good strong candidate projects.

Mr. Hurley said it is targeted to go to the voters is June 2018.

Chair Arietta asked if there are too many transportation measures going to the voters in 2018. Mr. Hurley said staff is letting the strategists decide how to roll out it out. He said the most successful campaign is to Demonstrate effective/efficient use of existing funding.

### **Approval of Minutes of April 6, 2017**

No discussion.

### **REPORT OF THE CHAIR – BARBARA ARIETTA**

See attachment for Chair Arietta's complete report.

### **REPORT FROM STAFF – JOE HURLEY**

Mr. Hurley said

- CAC applications are due on Friday, May 5. Interviews are targeted end of May
- The final major traffic shift for the 101/Broadway Interchange Project was completed the evening of April 20. The project completion date is earlier than the original fall target. TA staff, the California State Department of Transportation (Caltrans), Burlingame and the contractor are looking to advance the ribbon cutting to Mid-July.
- TA staff, Caltrans, Menlo Park and East Palo Alto are planning a groundbreaking ceremony to commemorate the start of construction of the 101/Willow Interchange Reconstruction Project. Staff will work with the Board to identify the specific date of the ceremony in Mid-May. This project was made possible by a \$56.4 million Measure A allocation and a \$10.4 million loan from the TA. Construction is expected to take approximately 2 ½ years.
- Community meetings have been scheduled to discuss the proposed 101/Peninsula Avenue Interchange Project. The project, sponsored by the city of San Mateo, proposes to add southbound on- and off-ramps at Peninsula Avenue. Because of the proximity of the project and the strong interest from Burlingame, there will be a meeting in each jurisdiction to solicit input from the communities regarding issues and concerns that should be explored and addressed during the environmental process. The meetings will be held in Burlingame on May 16 and San Mateo on May 17.

Mr. Warhurst left at 5:50 p.m.

Chair Arietta asked where the May 16 meeting in Burlingame will be held. Mr. Hurley said the Burlingame Recreation Center.

Mr. Hedges asked if there is money for the 101/Peninsula Avenue Project. Mr. Hurley said there is money for the environmental phase.

**MEMBER COMMENTS/REQUESTS**

Mr. Hedges said he took Caltrain today and actually arrived early.

Mr. Londer said May 11 is Bike to Work Day and he will be at the energizer station at the Burlingame Caltrain Station.

Mr. Stamos said he saw a California High Speed Rail Authority presentation and there was an alternative showing passing tracks from in Redwood City to San Mateo. He said Edgewood Park in Redwood City is becoming very busy on the weekends and asked if staff is looking at alternatives as it could be a safety issue.

**DATE, TIME AND PLACE OF NEXT MEETING**

Tuesday, May 30, 2017 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2<sup>nd</sup> Floor, San Carlos, CA 94070

Adjourned at 6:00 p.m.

## **TA CAC Chair's Report May 4, 2017**

Good evening, Madame Chair and Members of the Board.

I have the following to report from Tuesday's meeting of the CAC

(TA Item 4a) The CAC reviewed the Board's Minutes of April 6, 2017, without questions or comments.

(TA Item 4b) The CAC supported the Acceptance of the Statement of Revenues and Expenditures for March 2017, without questions or comments.

(TA Item 9a) Following a detailed update on SamTrans and Caltrain Business Plans by Mark Simon, Chief of Staff, the CAC had a number of questions, including the amount of public outreach planned to solicit the public's opinions on supporting a potential transportation funding measure for the 2018 ballot. Compliments were made on the recent Op-Ed piece in the San Mateo Daily Journal, co-authored by TA Board Chair Carole Groom and SMC Board of Supervisors Vice President Dave Pine, as well as the written newspaper reports issued by our District's CEO Jim Hartnett. The CAC agreed that more of this type of information should be delivered to the public on a regular basis.

However, the CAC was concerned to hear about the future depletion of financial reserves by 2023 for SamTrans and understands the need for a revised version of Measure A. In view of the \$270 million in debt that SamTrans incurred from helping to pay for the BART extension into San Mateo County a number of years ago, and the \$20 million per year cost of debt service because of this, there were also questions on the historical perspective concerning the mechanism for dealing with debt service in the Transit District, as well as questions on potential changes in modes of transportation such as the potential utilization of autonomous vehicles in the future, as well as the potential utilization of ride sharing companies such as UBER and LYFT, in helping to possibly lower the District's future public transportation expenses.

Because the CAC fully understands the need to create more sources for transportation funding, the CAC supports the efforts being done on behalf of a potential ballot measure for the 2018 ballot. However, there were some concerns expressed about the other potential transportation ballot measure (Regional Measure 3) that may be on the 2018 ballot coupled with the voters questionable appetite for additional transportation taxes in light of the recent passage of the State Transportation Budget Package.

(TA Item 10a) The CAC supported the Acceptance of the Quarterly Investment Report and fixed Income Market Review and Outlook for the Quarter Ended March 31, 2017, without any notable questions or comments.

(TA Item 10b) Pursuant to a brief presentation by Kathleen Kelly, Acting CFO, the CAC supported the Preliminary Fiscal Year 2018 Budget, without any notable questions or comments.

(TA Item 11a) As part of an ongoing series of program reports on the Transportation Authority's (TA) six various program areas, this month Tina Dubost, Manager of Accessible Transit Services for SamTrans gave the CAC a comprehensive report highlighting the Paratransit Program. Questions and comments posed by the CAC included asking if utilizing rideshare services could be done to bring costs down, to what degree does the federal government get involved with local mandates, if any, what is the protocol for picking people up...Can drivers go to the door and not just wait in the car for passengers when they pick up passengers?

There were also questions concerning the current status of the "travel training program" for potential passengers and if the highly popular Clipper card could be utilized in any way in the future for fare payment. Additionally, suggestions were also given about re-starting up a possible "volunteer driver" program to help defray transportation expenses for this program.

(TA Item 11b) The CAC did not receive an "in person" Update on the State and Federal Legislative Program this month, but, instead, received a written State Legislative Update, along with a notice of a May 3rd Hearing being conducted by the Assembly Committee on Local Government on Assembly Bill AB 1613 (Mullin), which authorizes the San Mateo County Transit District (SamTrans), subject to voter approval, to impose a retail tax that exceeds the 2% retail transactions and use tax (TUT) limit at a rate of no more than 0.5%. The CAC was asked to review the material, at their convenience, and get back to Joe Hurley, Director of the Transportation Authority program with any questions or comments that they might have, therefore I have nothing to report on the CAC's reaction to this at this time.

(TA Item 11c) The CAC received an Update on Regional Measure 3, without any notable questions or comments.

In my own Chair's Report to the CAC, I advised the following:

1. At the local level, consideration of a ballot measure for 2018 for local transportation measures is being led by the Peninsula Mobility Group, a broad coalition of public and private sector stakeholders convened by the San Mateo County Economic Development Association (SAMCEDA). SAMCEDA is focused on reducing bottlenecks and congestion along Highway 101 and up and down El Camino Real Corridor, on revitalizing the Dumbarton Corridor and on



unclogging State Route 92. They are looking for the public's help in getting the word out to all voters in this county to help pass this much needed transportation funding measure in 2018.

2. The Metropolitan Transportation Commission (MTC), is recruiting 27 individuals for its Policy Advisory Council. The mission of the Council is to advise MTC on transportation-related policies in the nine-county San Francisco Bay Area. MTC Commissioners will make appointments for the four-year term currently scheduled to begin in September 2017. The application deadline is June 12, 2017 and all application information may be obtained by going to the MTC website.

In Joe's staff report, he advised the CAC of up-coming of community meetings associated with the 101/Peninsula and 101 Managed Lanes Projects which you will hear more about later at this meeting. Joe also announced that applications for the CAC are due by this Friday, May 5th for five positions. Interviews will be conducted the last week of May and the first week of June. At the time of the CAC meeting 18 applications had been submitted.

Respectfully submitted,

**BARBARA ARIETTA**  
Chair, San Mateo County Transportation Authority CAC