

**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 JUNE 5, 2018**

**MEMBERS PRESENT:** B. Arietta , K. Bond, A. Chen, E. El-Dardiry, J. Fox, R. Hedges, K. Kuklin, J. Londer, O. O’Neill, W. Warhurst

**MEMBERS ABSENT:** D. Bautista, K. Chin, S. Scruggs, S. Stamos

**STAFF PRESENT:** J. Hurley, C. Fromson, T. Medeiros, L. Millard-Olmeda, D. Hansel, T. Dubost

Chair, Barbara Arietta called the meeting to order at 4:32 p.m.

Richard Motroni, Office Assistant, served as recorder.

**APPROVAL OF THE MAY 1, 2018 MEETING MINUTES**

Motion/Second: Hedges/J. Fox

Ayes: B. Arietta , K. Bond, A. Chen, E. El-Dardiry, J. Fox, R. Hedges, K. Kuklin, O. O’Neill, W. Warhurst

Nays: None

Abstain: J. Londer

Absent: D. Bautista, K. Chin, S. Scruggs, S. Stamos

**MINUTES APPROVED**

**PUBLIC COMMENT**

Emily Beach, Council Member for the City of Burlingame and TA Boardmember thanked the TA CAC members for all their effort. The CAC members always prepare and read their packets, so their input really does matter. The chair (Barbara Arietta) was complimented for attending the TA Board meetings and giving live updates. TA CAC members were encouraged to feel free to reach out to the TA Board.

The second reason for Ms. Beach’s appearance was to listen to the Get Us Moving (GUM) draft expenditure plan and hear feedback from the TA CAC members.

**STATE AND FEDERAL LEGISLATIVE UPDATE**

Casey Fromson, Director of Government and Community, gave an update on State and Federal legislation related to the Transportation Authority.

- **State** – There are two bills for recommendation.
- The first bill is the Indirect Cost Proposal measure. This address the issue of when Caltrans invoices different projects indirect costs. It is more like an extra overhead cost. Many have found this process to be unfair. The self-help counties have been successful in getting the legislative languages to limit the indirect cost. This bill will have language in place that will limit the indirect cost to 10%.

- Second bill for recommendation is SCA 6 Local Sales Tax Voter Threshold Reduction which would reduce the vote threshold necessary for passage of a local sales tax measure from 2/3 vote to 55%.
- The State recently awarded through the SB1 funds, \$233 million for the managed lanes Highway 101 project.

### **Rich Hedges**

- *What is the current polling on Senate Bill 1 (SB1) that is going to be on the ballot in November?*
- Casey – There are different reports on that. There is a coalition that has been gathering steam and I think people will see more information on it. The District will be very clear on how projects funded from SB1 dollars will be used.
- **Federal** – The Senate is in the middle of consideration for FY 2019 Appropriations bills process. These appropriations bills are where the federal funds flow down to key programs related to the San Mateo County Transportation Authority.

### **GET US MOVING (GUM) SAN MATEO COUNTY UPDATE**

Casey Fromson presented to the committee important updates on the Get Us Moving (GUM).

This presentation is the final update and a summary of where the GUM is today.

- Outreach by the Numbers
  - \$12 billion in need identified through a call for projects process.
  - 7 million Get Us Moving impressions on digital and social media.
  - Over 14,500 residents completed the phase 1 survey and phase 2 budget challenges.
  - 8,500 TV spots.
  - 5,000 invidious participated through in-person, telephone or online town halls.
  - 1,000 residents participated in a scientific poll.
  - 100 presentations to City Councils, business, advocacy and community groups.
- Valuable Feedback
  - People were invited to write all their comments on the comments cards. From there, we created a Word Cloud where various themes were created.
- Expert Input
  - Technical Advisory Group (TAG)
    - Technical staff from the County and every city.
    - Transportation Agency Partners.
  - Stakeholder Advisory Group (SAG)
    - Over 70 organizations participated including community and civic groups, environmental organizations, bicycle coalition, public safety officers, large employers and chambers of commerce, youth leadership, accessibility organizations and transit advocates.
- Budget Challenge Outline Tool
  - People were asked online how \$2.4 billion should be spent and how would they prioritize it. 53.1% (\$1.2 billion) on public transit, 15.7% (\$386 million) on highways, 12.5% (\$300 million) on local roads, 6.6% (\$159 million) for rail crossings, 6.3% (\$150 million) on bike and ped and 5.8% on Dumbarton.
- Poll Results (Feb 2018)

- The top level results taken from the public poll dominant subject consistently came down to traffic.
- Other top issues - Reducing traffic by upgrading Caltrain to get more riders through improved frequency and timeliness. Continue transit services for people who do not use a car.
- The collective feedback gathered through this outreach process helped create a draft investment plan with three key elements: Core Principles; Investment Categories and Oversight.
- Draft Investment Plan – Core Principles
  - Relieve traffic congestion countywide.
  - Invest in a financially sustainable public transportation system that increases ridership, provides quality transit options for everyone, and embraces innovation to create more transportation choices and improved travel experience.
  - Prioritize environmentally-sustainable transportation solutions.
  - Promote economic vitality and economic development.
  - Maximize opportunities to leverage investment and services from public and private partners.
  - Enhance safety and public health.
  - Invest in repair and maintenance of existing and future infrastructure.
  - Facilitate the reduction of vehicle miles travelled, travel times and greenhouse gas emissions.
  - Incorporate the inclusion and implementation of policies that encourage safe accommodation of all people using the roads, regardless of mode of travel.
  - Incentivize transit, bicycle, and pedestrian, carpooling and other shared-ride options over driving alone.
  - Maximize traffic reduction potential associated with the creation of new housing opportunities in high-quality transit corridors.

***Please note the following are sample projects. This does not mean these are the projects that will be funded, but what could potentially be funded.***

- Countrywide Highway Congestion Improvements – 20 to 25% of the budget (between \$480 to \$600 million). Investment in highway projects throughout the County includes reducing travel times, provide congestion relief and improve highway and interchange operations. Eligible candidate projects will be focused on highway and interchange facilities that includes highway 101 and 280.
- Local Safety, Pothole and Congestion Relief Improvements – 10 to 15% of the budget (between \$240 to \$360 million). Investments in major arterial and local roadway improvements in key congested areas throughout the County. This investment shall be focused on improving safety, reducing congestion and support all modes of travel on San Mateo County's roadway system.
- Bicycle and Pedestrian Improvements – 5% of the budget (\$120 million). Investments in bicycle, pedestrian and active transportation projects.
- Regional Transit Connections – 10% of the budget (\$240 million). San Mateo County fully understands it is part of this regional network and cannot look at projects in isolation for its own self interests. We have to start thinking there are connections to other counties and what our investments would be.

Investments from this category will be prioritized on a project's ability to reduce congestion and enhance mobility options.

- County Public Transportation Systems – 50% of the budget (\$1.2 billion). Invested to support operations and capital needs of San Mateo County's primary public transit services. This includes SamTrans bus and paratransit service and Caltrain commuter rail service.
- Draft Investment Plan – Oversight
  - A new nine-member independent committee formed to provide oversight.
  - Appointed by the Board: Two members from the SamTrans CAC; two members from the San Mateo County Transportation authority CAC; one member from each County Supervisorial District. The first four categories listed would be administered by the Transportation Authority and last one administered by the SamTrans District.
- Next Steps
  - SamTrans Board will see this presentation on June 6<sup>th</sup> and have opportunity for feedback. From there, it will go to San Mateo County Board of Supervisors which contributed half the funds for the outreach that are associated with it.
  - The hope is to have a final action on the final investment plan at the SamTrans Board of Directors in July. After that, they are asking concurrence from the San Mateo County Board of Supervisors.

**Jeff Londer**

- *This stuff cannot happen soon enough. I just read where 46% of people in the Bay Area are planning to move and I have to believe this traffic congestion is a large part of that.*

**Barbara Arietta**

- *Bike wars are heating up in San Francisco between Lyft and Uber and I am wondering are we having any programs with Lyft or Uber regarding alternative transportation?*
  - Casey – SamTrans is looking into it. I don't think we have anything in the books, but in the SamTrans business plan there is a mention if there are any partnerships we should look at.
- *I think we should be looking into bicycle alternatives as well.*
- *Also, there is really is a need for more busing on the coast. We are a hilly area and it is not always conducive to walking. I think if we can get half of the people out of their cars, we would be doing a great service to the earth and the air. Over the course of several years, our bus service has been diminishing and we must reverse that trend and see what we can do to have better and more bus service on the coast.*
  - Casey – Absolutely.

**Olma O'Neill**

- *I am wondering if there is any way to increase the bicycle and pedestrian improvements. Would this open the way for highway overcrossings or undercrossing if bike ped improvements can be incorporated into highway projects?*
  - Joe Hurley –This particular program is an addition to the Measure A Program that is currently in place. There is funding for the bike ped program which would more than double funding for bike and ped projects. It is important to

note that this is an addition to and not in lieu of or replacing something that is expiring. As we go into interchange projects, we will be looking for opportunities to address all modes of transportation.

#### **APPROVAL OF FISCAL YEAR 2019 INSURANCE PROGRAM**

- Joe - This is similar to the annual re-ups of one's insurance such as home or auto insurance. This insurance is for the Transportation Authority. There are two components this year as opposed to three. One is the commercial general liability which covers bodily injury and property damage. There is also a public official liability component of this. The component not being carried for the next fiscal year is the Dumbarton rail bridge. This is something the TA has picked up the insurance for in the past. There is been a decision to move all of the cost associated with Dumbarton rail corridor and the revenues from that over to SamTrans, so the TA will not be covering that. With that shift, the TA will realize a savings of almost \$100,000 in the next fiscal year as far as insurance is concerned.

#### **Jeff Londer**

- *Is the CAC included under the public officials?*
  - Joe - I do not believe they are, because the CAC is technically an advisory committee as opposed to the Board which sets policy. I will find out what the exposure is for the CAC and if this insurance covers this particular exposure.

Motion/Second: Hedges/Londer

Ayes: B. Arietta , K. Bond, A. Chen, E. El-Dardiry, J. Fox, R. Hedges, K. Kuklin, J. Londer, O. O'Neill, W. Warhurst

Nays: None

Absent: D. Bautista, K. Chin, S. Scruggs, S. Stamos

**MOTION PASSES**

#### **ESTABLISHING THE APPROPRIATIONS LIMIT FOR FISCAL YEAR 2019**

- Joe – Again, this is an action that the TA needs to take. This is driven by both the California constitution and implementing legislation associated with agencies such as the Selfhelp-County Coalition and Transportation Authorities. It gives you what the maximum amount can bond on an annual basis. The dollar amount has increased about \$28 million dollars from the last year. That is influenced by two factions; one inflation and the other is the population change. That number has now increased to \$738 million.

Motion/Second: Hedges/Londer

Ayes: B. Arietta , K. Bond, A. Chen, E. El-Dardiry, J. Fox, R. Hedges, K. Kuklin, J. Londer, O. O'Neill, W. Warhurst

Nays: None

Absent: D. Bautista, K. Chin, S. Scruggs, S. Stamos

**MOTION PASSES**

#### **ADOPTION OF PROPOSED BUDGET FOR FISCAL YEAR 2019**

Tina Medeiros, Senior Budget Analyst for the Transportation Authority covered the changes from the presentation of the preliminary budget to the May Board.

- There have been four changes.

- First change was under the grade separation category. It was reduced from \$13 million to zero, because in 2017 there was an amendment for \$65.3 million for the 25<sup>th</sup> Avenue grade stop and that included the full budget for 2019. That is why it was taken down.
- Second, we got a grant increase of \$1.55 million of SLPP funds which are state and local partnership funds for SB1. Those will be used for the Highway 101 managed lanes project.
- Third, under the alternative congestion relief program, there was a wash between the Commute.Org costs which increased by \$78K and the alternative congestion relieve costs that were decreased by the same.
- Last, as Joe mentioned, we are transferring the expenses of the Dumbarton maintenance away for \$260 K to SamTrans, because they are the official owner of the maintenance away.
- Our total revenue is \$94.6 million and our expenditures are \$76.2 million and we are projected to have an excess of \$5.5 Million. Our sales tax estimate is 2% increase from last year; our interest income for 2019 is projected to be 5.9, an increase of 2.2 million. That is a big jump. We have received favorable interest rates on our investment that is expected to continue into 2019.
- Under the expenditures, our annual allocations, those are passed through to local entities for the streets and roads for the 20 cities and counties.
- In overnight that will be kept the same as our 2018 revised budget of \$1.8 million. Administrative costs, \$1.86 million, to include staff support, Measure A and other administrative expenses.

#### **William Warhurst**

- *If I understand correctly there is \$5.5 million in the budget that so far is allocated?*
- *You have revenue of \$94.5 million, you had the expenditures of the \$76.2 million, you already spend \$3 million from last year, and so understanding you got unallocated excess funds of \$5.5 million. Do I understand it correctly?*
  - Yes, we do have an excess.
- *So its budgeted money that is available during the year to be used as circumstances arises? I'm just not clear what the plan is for the \$5.5 million.*
  - Ladi Millard-Olmeda, Director of Budgets & Financial Analysis – We budgeted according to the transportation expenditure plan, so every dollar is budgeted according to each category. The budget in front of you represents the plan for fiscal year 2019, so that \$5.5 million has been spent in accordance the TEP. It is not just available for any category, it is very specific. The expenses represent what we are planning on spending in fiscal year 2019. Our revenues exceed what we are spending and it will go into the fund balance and has to spend in according the TEP.
- *I am not clear on what that means. It won't be spent this year?*
  - Ladi – That's right, it won't be spent this year but will be available for future years allocations.
- *If we have another situation we had last year, where we wanted move up for the grad separation project is that money available for the Board?*
  - Ladi – Might not necessary be for the grade separate category, but for the appropriate category, yes, it is available for future years.

#### **Richard Hedges**

- *Referencing the investment portfolio under corporate notes, so we don't invest in stocks we are investing corporate bonds?*
  - Derek Hansel, CFO – Those are corporate bonds. We are not permitted by investment policy to invest in equities at all. That is consistent both with our policy and state law for investments.

Motion/Second: Hedges/El-Dardiry

Ayes: B. Arietta , K. Bond, A. Chen, E. El-Dardiry, J. Fox, R. Hedges, K. Kuklin, J. Londer, O. O'Neill, W. Warhurst

Nays: None

Absent: D. Bautista, K. Chin, S. Scruggs, S. Stamos

### **PROGRAM REPORT: PARATRANSIT PROGRAM**

Tina Dubost, Manager, Accessible Transit Service

- ADA Paratransit Service
  - ADA – Americans with Disabilities Act
  - Paratransit Customers
  - Cost & Funding Source
  - Operating Statistics
  - Summary.
- ADA passed in 1990
  - Full accessibility on all fixed-route busses (lifts/ramps).
  - Comparable paratransit service for those unable to ride fixed-route transit.
  - ADA Paratransit characteristics/requirements.
    - Service must be provided within ¾-mile zone of fixed-route service
    - Service day/time parallel to fixed-route service
    - Shared role
    - Advanced reservation
    - Zero denial for service
- ADA passed in 1990 SamTrans Paratransit Service
  - Paratransit service provides equal opportunity for mobility to people with disabilities who cannot use conventional fixed-route transit.
  - SamTrans commitment to paratransit pre-dates ADA.
  - SamTrans provides service beyond what is required by ADA.
  - Demand for ADA service is growing.
  - Underfunded Federal mandate.
- ADA passed in 1990 Paratransit Registrants
  - Recent months are leveling out.
- Paratransit Registrants
  - 64% are 70 years or older
  - 20% are non-ambulatory
  - 23% have cognitive disabilities
  - 12% have visual disabilities
  - 27% receive fare assistance
- Paratransit Customers' Trips
  - 10% go to dialysis centers.
  - 15% go to adult day care centers.
  - Others key destinations includes hospitals, doctor's appointments, etc.

- Paratransit Customers
  - All Redi-Wheels and RediCoast users must be certified as eligible for ADA-Paratransit.
  - SamTrans utilizes a third-party functional assessment process to determine eligibility. Before using service, it must be certified.
- San Mateo County Transportation Authority Paratransit funding
  - Original Measure A
    - \$25 million fund established permanent sources, invest, use proceeds to fund service.
  - New Measure A
    - 4% of measure, approximately \$3.3 million/year designated “to meet the special mobility needs of county residents through paratransit and other accessible services.”
- Paratransit Funding Sources
  - FY2018 Budget – of the \$18.4 million budgeted, \$3.75 million comes from San Mateo County and \$2.8 million from District Sales Tax.
- How Service is Delivered
  - Redi-Wheels and RediCoast are delivered by a contractor with program oversight by SamTrans staff
    - First Transit is the contractor for Redi-Wheels
    - MV Transit is the contractor for RediCoast
  - SamTrans owns & maintains fleet of vehicles for these services (53 cutaway buses & 24 minivans).
  - Contractor supplements District fleet with sedans and contracted taxis to meet peak demand.
- How Service is Delivered Redi-Wheels Operations Center
  - Brewster facility and equipment owned and maintained by SamTrans.
- Redi-Wheels Average Weekday Ridership
  - Ridership has been falling in the last couple of months, but don't expect trend to continue.
- On-time Performance
  - Pickups within 20 minutes of scheduled pick up time. Overall, OTP is good.
- Customer Satisfaction
  - Complaints per thousand trips -
- Paratransit Trips Denials
  - ADA requires transit agencies to plan to meet demand for paratransit service.
  - Eligible customers were offered a trip within one hour of the requested pick-up time.
- Summary
  - Ridership is steady.
  - County demographics pointing towards higher demand in the future.
  - Service quality is high.
    - Very low complaint rate
    - OTP rate above 90% goal
  - Paratransit service is a Federal unfunded mandate and contributes to SamTrans structural deficit.
  - SamTrans continues to monitor costs and provide high-quality ADA service.

**Jeff Londer**



- *I was curious about the ridership going down. Can you think of anything else that caused that?*
  - Tina – This is such an expensive area that some are moving out to be closer to their family members. They are being priced out of the area.
- *What is the fare of these services?*
  - Tina – Standard fare is \$4.25 each way and low income is a \$1.75 each way.
- *When you use these taxis, how is their driver's background check?*
  - Tina – The taxi company does a background check and drug testing. They also go through sensitivity training as well as the drivers who use wheel chair accessible vehicles go through wheelchair securement training. This is just for this particular company and the taxi drivers who do the trips.

#### **Barbara Arietta**

- *Could the decline be they passed away?*
  - Tina – One of the things I do track is the percentage of re-certifications. It is not substantially down. We are also seeing a small decline of individual applying each month.
- *Perhaps it is just poor service or lack thereof that is turning people away from the service?*
  - Tina – We do sometimes see from pickups at doctor's appointment runs late beyond anyone's control. If the person is scheduled to be picked up at the doctor at 2 p.m. and they say that they will not be ready until 2:30 p.m., then we say call us when you are ready and we will send our next available vehicle. Unfortunately, sometimes it is a real long wait. We are working with the dispatchers to get people more accurate ETA.

#### **Rich Hedges**

- *It is a wonderful service. Do you think the drop we are having is because of the accelerated travel training we are doing with seniors?*
  - Tina – I think there are more economic issues.
- *The ride services are a bit difficult because federal regulations require drivers have background checks that carry the disabled?*
  - Tina – It's true the background checks that Uber and Lyft are not the same we do for the RediWheels Staff. I am not sure it is because of federal rules, but I know the background checks are not the same.
- *We do use some taxis?*
  - Tina – We subcontract with some taxis. The way that works is customers call, they schedule a trip and if it makes sense the trip will provide by Serra Tab Taxi. The customer doesn't get the choice; it is something we decide by efficiency.

#### **Essam El-Dardiry**

- *Are you exploring partnership with other services like Uber?*
  - Tina – It is something we are looking at. There are a number of issues including making sure we have comfortable service to people who use wheelchairs.

#### **Kate Bond**

- *The ADA was started in 1990 and this is still an unfunded program, how is that possible?*
  - William – It was part of the political compromise to get it passed. They could not get it passed unless there was no public funding. They made it easy to win lawsuits if you're disabled.
  - Tina – There are some federal funds that we have used for different things. For example the paratransit vehicles are federally funded.

**Olma O'Neill**

- *How many staff does have at the Brewster facility?*
  - Tina – At any given time we have a maximum of three dispatchers, maximum of four reservationist, we just lost a scheduler so we have one scheduler and we have a supervisor, an operations manager and a general manager. I will get back to you on the exact numbers.

**APPROVAL OF STATEMENT OF REVENUES AND EXPENSES FOR APRIL 2018**

Motion/Second: Hedges/Londer

Ayes: B. Arietta , K. Bond, A. Chen, E. El-Dardiry, J. Fox, R. Hedges, K. Kuklin, J. Londer, O. O'Neill, W. Warhurst

Nays: None

Absent: D. Bautista, K. Chin, S. Scruggs, S. Stamos

**MOTION PASSED**

**CAPITAL PROJECTS QUARTERLY STATUS REPORT – 3<sup>RD</sup> QUARTER FISCAL YEAR 2018**

Joe Hurley, Director of Transportation Authority

- On page nine of the report, Holly Interchange, it is the only one red of the schedule. It had to do with some funding issues, but I am happy to report, the City of San Carlos will be going before the California Transportation Commission at their meeting on June 27<sup>th</sup> targeting to get an allocation of \$4.2 million in active transportation program funding. That will fully fund the interchange and POC project. That said, funding will be fully secured. Construction is set to begin fall 2018 and the duration scheduled for 16 months.

**William Warhurst**

- *The funding for the Redwood City project to put a pedestrian underpass on Highway 101 was two years and as I look my office window there is nothing going on. Is that ever going to happen ?*
  - Joe – I don't have the specifics, but we will get you're an update.

**MINUTES FROM TA BOARD MAY 3, 2018 MEETING**

There were no comments and no recommendations.

**REPORT OF THE CHAIR – Barbara Arietta**

- Lyft and Uber are renting bikes in San Francisco and if that works it can add to San Mateo County so people can get around.
- The Salesforce Transit Center is going open this summer. It is in shadow of the big Salesforce building. The center has a park that is very attractive.

**REPORT FROM STAFF – Joe Hurley**

- On May 7<sup>th</sup>, the San Mateo City Council acknowledged the team that was tasked with delivery of the 92/EI Camino Interchange Project
- I was at the CTC meeting in San Diego where they allocated funding from the SB 1 Program for the managed lane project; solution to congestive core \$200 million and \$20 million for the local partnership program.
- That is very good news, but we do not want to rest on our laurels. In the shadows there is the potential that SB-1 could be repealed, so it will be all for not if that repeal is successful. So it is important you help communicate all of the projects and programs that will benefit San Mateo County from the SB-1 Program.
- 101 Managed Lanes Project update – We are in the environmental process. The team that is working on the 101 managed lanes project and specifically the environment document We believe to best response to comments received during the comment period requires a modification of the environmental document. The environmental regulations that govern the process for the environmental steps require if there significant modifications to the document it requires a recirculation. That is what we are going to be doing. We will be only recirculating the potation of the document that is being modified. The target is to put on the street at the end of this month for a 30 day comment period.
- As for the parts are being modified. One has to do with discussion with the alternative considered but withdraw from further consideration and the justification for doing so. The other has to articulate what effects the project may have on greenhouse gas emmisions. We are monitoring the schedule, perusing every opportunity, so not delay the overall project delivery.
- On May 12<sup>th</sup> , some of the committee members and elected officials went to the Redwood City ferry site and the group will come back the findings from the study.
- On the CAC appointments, the nominating has finalized their decision that will be brought to the Board in two days.

#### **MEMBER COMMENTS/REQUESTS**

##### **Jeff Londer**

- I hope the RM 3 results will be positive.

##### **John Fox**

- No comments.

##### **Barbara Arietta**

- No comments.

##### **Rich Hedges**

- I went to Kansas City, I met with Planning Directors in both Kansas City, Kansas and Kansas City, Missouri and it is a tale of two cities. One has no plan at all and Kansas City, Missouri is doing a really great job. They are focused on the high speed rail planned between Chicago and Houston. There is a lot in that city that is on forward thinking.

##### **Essam El-Dardiry**

- No comments

##### **Karen Kuklin**

- No comments.

**Kate Bond**

- No comments.

**Olma O'Neill**

- No comments.

**William Warhurst**

- No comments.

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

The meeting originally scheduled for July 3, 2018 has been cancelled.

Because of the cancellation, the next meeting is scheduled for July 31, 2018 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2<sup>nd</sup> Floor, San Carlos, CA 94070

Adjourned at 7:20 p.m.

# TA CAC Chair's Report

## June 7, 2018

Good evening Chairman Horsley and Members of the Board,

Before I begin this evening's report, I would like to thank Director Emily Beach for attending and sharing a few words with the CAC at our Tuesday evening meeting. It was very much appreciated by my colleagues. And, we certainly extend the invitation to all Board members to attend our meetings at any time that is convenient for you to share your thoughts with us. Having said that, I have the following to report from Tuesday's CAC meeting.

**(TA Items 4a and 4b)** The CAC reviewed the Board's Minutes of May 3, 2018 and Revenues and Expenses for April 2018, without questions or comments.

**(TA Item 4c)** The CAC received an update on the Capital Projects Quarterly Report - 3rd Quarter Fiscal Year 2018 from Joe Hurley, Transportation Authority Program Director. The CAC was pleased to hear that the Holly Street Interchange Project will soon receive additional State funding that will allow the project to move into construction this fall.

**(TA Item 10a)** The CAC received a highly informative update on "Get Us Moving San Mateo County" from Casey Fromson, Director of Government and Community Affairs. The CAC was impressed with the range of the public outreach that had been exhibited. Compliments were given for the TV spots, the social media outreach, the public presentations, the town halls and the hundreds of thousands of mailers that had been employed in this gargantuan effort to get feedback from the residents of our county concerning both the identification and priority of transportation issues in San Mateo County. Members of the CAC commented that we might also look to additional sources for bike transportation in this county, as biking has become more and more popular. A suggestion was also made for more bus transportation service on the coast to help alleviate traffic congestion problems and reduce the use of single occupancy vehicle. Overall, the CAC agreed with the collective feedback garnered throughout this outreach process.

**(TA Item 11)** Following a brief report from Joe Hurley concerning Comprehensive General Liability and Public Official Liability, the CAC supported the Board's Approval of the Fiscal Year 2019 Insurance Program, with the understanding that costs for Dumbarton insurance protection will now be transferred to SamTrans. A question was posed concerning what, if any, public liability protection coverage was afforded to the CACs in the San Mateo County Transit District. Joe Hurley advised the CAC that he would research that and advise the answer at a later time.

**(TA Item 12)** The CAC supported the Board's approval of the appropriations limit.

**(TA Item 13)** After receiving a comprehensive report from Tina Medeiros, Senior Budget Analyst, the CAC supported the Board's Adoption of the Proposed Budget for Fiscal Year 2019. A few questions came up during the presentation. One was a question asking about the currently unallocated \$5.5 million and what were the plans for using that money and a second question was posed asking if we do any investing in corporate stocks at all or just in corporate bonds. Having received the answer to

these questions, the CAC had no further questions or comments concerning the 2019 proposed budget.

(TA Item 14a) The CAC received a Program Report on the Paratransit Program from Tina Dubost, Manager of Accessible Transit Services. The CAC was surprised to find a decline in recent ridership and asked what might be the reasons. Potential contributing factor mentioned included: the users have moved away, passed away, couldn't afford it or, perhaps, experienced problems with the service in general. One CAC member reported that the San Carlos Community Center partners with Uber with assisting its elderly members' transportation needs to and from the Center for a nominal charge. Would it be wise to pursue a partnership with ride sharing services in this regard? Another CAC member reported that her elderly clientele reported periodic problems with getting picked up from medical appointments when they run late. Others remarked that it was a "wonderful service" and that MV Transit has done a great job! Overall the CAC highly complimented the Redi Wheels Program and the job that it is doing in this county.

(TA Item 14b) The CAC received a State and Federal Legislative Update from Casey Fromson. The CAC was pleased to hear that there is legislation proposed that will reduce the extra overhead costs that Caltrans adds on to a project from 20-30% to no more than 10% overhead costs. They were also happy to find out that we have received \$220 million for the 101 Managed Lanes Project from the SB-1 Program. The CAC understand the importance of helping get out the word on the various transportation projects and programs that are dependent on the SB-1 Program funds in light of the potential repeal effort in November.

#### **CAC CHAIR'S REPORT:**

In my own report to the CAC, I advised the CAC that the new Salesforce Transit Center is due to open in San Francisco this summer. Heralded by backers as the "Grand Central Station of the West", this new transportation hub will gather buses, a subway, Caltrain, high-speed rail-and possibly BART-and will substantially be complete in early July and due for an official opening in August.

#### **STAFF REPORT TO CAC:**

Joe Hurley, Transportation Authority Program Director, advised the CAC that the City of San Mateo acknowledged, at a recent City Council meeting, the completion of the Hwy 92 El Camino Real Interchange and the \$18.4 million that the TA contributed to that \$26 million project. He also reported that we have received \$220 million from SB1 for the 101 Managed Lanes Project and provide an update on the environmental document.

Respectfully submitted,

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