

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY (TA)
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070**

MINUTES OF JUNE 6, 2013

MEMBERS PRESENT: D. Canepa, R. Foust, C. Groom, D. Horsley, K. Matsumoto, T. Nagel, N. Patridge

MEMBERS ABSENT: None

STAFF PRESENT: J. Averill, L. Bhuller, J. Cassman, G. Harrington, C. Harvey, J. Hurley, M. Martinez, N. McKenna, D. Miller, S. Murphy, M. Scanlon, M. Simon

Chair Carole Groom called the meeting to order at 5:04 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

CAC Chair Barbara Arietta provided a report on the meeting of June 4, 2013. See attached.

PUBLIC HEARING – FISCAL YEAR (FY) 2014 BUDGET

Martha Martinez, Authority Secretary, reported Section 131265 (a) of the California Public Utilities Code requires all county transportation authorities to adopt an annual budget. Section 131266 of the code requires a public hearing be held concerning the annual budget after notifying the public of the time and place of the public hearing by published notice at least 15 days prior to the date of the hearing.

In accordance with the applicable law, staff prepared and submitted for review at the May meeting the proposed annual budget for FY2014.

Notice of public hearing appeared in the Half Moon Bay Review on May 15, 2013, the San Mateo Daily Journal on May 20, 2013, El Observador on May 17, 2013, and the lobby of the San Mateo County Transit District building in San Carlos. No comments have been received.

Ladi Bhuller, Manager, Budgets, said no changes have been made since last month when the preliminary budget was presented.

Public Comment

Jim Bigelow, San Mateo/Redwood City Chamber of Commerce, said money in the previous measure was only for capital budgets and now the funding can go to operating as well. He said it is forward thinking to have \$5.4 million out of the TA to help with the operating and capital expense with the other two partners on the Joint Powers Authority. He said he encourages Board support of this budget.

David Miller, Legal Counsel, said all legal requirements have been met and the public hearing can be closed.

A motion (Canepa/Foust) to adopt the FY2014 budget in the amount of \$112,985,286 was approved.

Director Rosanne Foust commended staff for their hard work on the budget.

CONSENT CALENDAR

- a. Approval of Minutes of May 2, 2013
- b. Acceptance of Statement of Revenues and Expenditures for April 2013

A motion (Nagel/Patridge) to approve the Consent Calendar was approved (Horsley abstained from item a: Approval of the Minutes of May 2, 2013).

Authorize Adoption of the Appropriations Limit for Fiscal Year 2014 in the Amount of \$583,260,520

Director Karyl Matsumoto requested this item be pulled from the consent calendar. She asked if the increase of \$34 million will be committed to current projects or new projects that will come before the TA. Mr. Miller said the addition is to a ceiling that applies to the agency as the total spending the Board may authorize out of the sales tax the TA collects. How and when the money will be appropriated is a separate action under the various capital and operating budgets. This is complying with a requirement that is under State law that agencies with taxing powers establish an annual maximum appropriations limit that may be spent out of those proceeds. This number far exceeds the reserves and current revenues.

A motion (Matsumoto/Foust) to approve the adoption of the appropriations limit for FY2014 in the amount of \$583,260,520 was approved by roll call.

PUBLIC COMMENT

None

CHAIRPERSON'S REPORT – CAROLE GROOM

Chair Groom asked if the TA is missing out on a revenue opportunity by not providing shuttle service for businesses. Michael Scanlon, Executive Director, said the TA is prohibited by Federal regulation from chartering services. The TA cannot compete with charter companies because it is the recipient of Federal funds. The TA does enter into creative partnerships to provide shuttles.

SAMTRANS LIAISON REPORT – KARYL MATSUMOTO

No discussion.

JOINT POWERS BOARD (JPB) REPORT

Mr. Scanlon reported:

- The JPB CAC has a new member, Jonathan Berk.
- Proclaimed June 20th as "Dump the Pump Day" for the eighth year.

- Key Caltrain Performance Statistics
 - Monthly Performance Statistics – April 2013 compared to April 2012
 - Total Ridership was 1,351,544, an increase of 12 percent.
 - Average Weekday Ridership was 50,678, an increase of 10.3 percent.
 - Total Revenue was \$5,944,476, an increase of 14.9 percent.
 - On-time Performance was 93.7 percent, no change.
 - Caltrain Shuttle Ridership was 6,758, a decrease of 15.8 percent, but the automatic passenger counters on the Marguerite Shuttle at Stanford were not working. Excluding the Marguerite data, shuttle ridership shows a 0.7 percent increase.
 - Year-to-date Performance Statistics – April 2013 compared to April 2012
 - Total Ridership was 12,789,293, an increase of 11.4 percent.
 - Average Weekday Ridership was 48,235, an increase of 11.9 percent.
 - Total Revenue was \$56,283,147, an increase of 16.2 percent.
 - On-time Performance was 91.4 percent, a decrease of 2.1 percent.
 - Caltrain Shuttle Ridership was 8,059, an increase of 11.7 percent.
- There were two trespasser fatalities in May, one in Burlingame on May 10 and one in South San Francisco on May 15.
- The Annual Passenger Counts Report is complete and available online.
- Extra service:
 - Bay to Breakers ran four early morning trains on May 19 and carried almost 5,600 people north and 1,800 south.
 - An additional 110,000 riders were carried for Giants games.
 - About 1,100 extra riders were carried for Sharks games.
 - Extra stops will be made to accommodate San Jose Earthquakes soccer game on June 29.
 - Extra service will be provided for the 4th of July fireworks.
 - The Gilroy Garlic Train will be chartered for the Gilroy Garlic Festival.
- Trains are running on the new structure at the San Bruno Grade Separation.
- The Predictive Arrival/Departure System is being tested.
- Annual Customer Survey is underway and feedback will determine what fees the operating contractor is entitled to.
- A blog called “Peninsula Moves” was launched for the public to provide comments and ask questions.
- The Board:
 - Accepted the Statement of Revenues and Expenses for April 2013
 - Authorized the adoption of FY2014 Operating Budget in the amount of \$119,973,096
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 - Authorized the award of contract to A. Ruiz Construction Co. & Associates for the San Francisco Yard Track Reconfiguration Project in the total amount of \$737,728
 - Authorized the award of contract to The Ryan Company, Inc. for the Wayside Power at Diridon Station Project in the total amount of \$1,906,000
 - Authorized the award of contract to Dunbar Armored, Inc., for armored car pickup and deposit of daily transit revenue for a total estimated cost of \$1,259,415 for a three-year base term

- Received an update on the Communications-based Overlay Signal System (CBOSS)
- Received an update on Caltrain Modernization
- Received a legislative update
- Received a Capital Projects Quarterly Status Report for the 3rd Quarter FY2013

Director Foust asked how many more customers can be accommodated in the next six years before electrification. Mr. Scanlon said the peak hour trains are almost full but there is space in off-peak hours. Staff is looking at buying or leasing cars to lengthen the consists to six cars. He said the JPB does not have the money to do anything else but staff and a consultant are doing the due diligence to find out if getting more cars is a reasonable option. He said the only other way to alleviate crowding is to work with employers to stretch the peak hours or get staggered work hours. He said even with all the growth, Caltrain is getting only 60 percent farebox recovery. He said there is no tax base or dedicated funds and the costs to operate the system can't be made up by volume with only 60 percent farebox recovery.

Director Foust asked if being compliant with CBOSS and Positive Train Control (PTC) will afford any leverage if future Federal funds become available. Mr. Scanlon said not many commuter rails will be compliant with PTC. He said there will have to be some extension of deadline by Congress or by delegating authority to the Federal Railroad Administration but there will not be an advantage for any money just because the JPB is in compliance. The JPB was fortunate because it had a vision for PTC before it was mandated, was in a partnership with High-speed Rail, and received funds to pay for PTC.

Public Comment

Greg Conlan, Atherton, said the JPB needs to consider what's happening on Interstate 280 because it is getting clogged and the overflow has to go to Caltrain. He said additional traffic will be pushed onto the JPB without a choice.

REPORT OF THE EXECUTIVE DIRECTOR

Mr. Scanlon reported:

- The County Board of Supervisors issued resolutions of necessity for parcels along the Highway 101/Broadway Interchange. Staff hopes to purchase the parcels without using eminent domain.
- The East Palo Alto City Council concurred with the design alternatives for the Highway 101/Willow Interchange, which allows the environmental document to proceed with the locally preferred option.
- The County Board of Supervisors adopted plans and specifications for the Alpine Road Bicycle Improvement Project, which included the authorization of solicitation for construction proposals. Construction begins in August.
- The California Department of Transportation (Caltrans) signed off on the San Pedro Creek Bridge Replacement Project environmental document for a creek widening to improve flow. It is now before the California Coastal Commission for Public Hearing and approval of the Coastal Development Permit. Estimates revealed a probable increase in the project cost due to permit

conditions, increased unit prices, high bids, and higher-than-estimated Caltrans construction soft-cost service fees. The city of Pacifica has not been able to secure additional funding.

Director Don Horsley thanked Mr. Scanlon for seeking financing for the Alpine Road Project.

PROGRAM

Update on State and Federal Legislative Program

Seamus Murphy, Director, Government and Community Affairs, reported:

State

The governor released a revision to the budget. It did not include significant impacts to traditional transportation program funding. He said the revision contemplates repaying the \$500 million loan of Cap and Trade revenues to the General Fund in 2015. None of the funds from the loan are eligible for transportation purposes. Fuel sector auctions won't occur until 2015. He said staff's concern is to include statutory language to provide funding for programs that would benefit transit and transportation programs statewide.

Assembly Bill 797, the District-sponsored bill that would grant Construction Manager/General Contractor project delivery authority to the District and Santa Clara Valley Transportation Authority cleared the Assembly and will be heard next week by the Senate Transportation and Housing Committee.

Federal

The Highway Trust Fund received a General Fund transfer to keep it solvent for another year. Legislators are in discussion how to keep it solvent in the future. Estimates show only about \$4 billion left in the Highway Trust Fund by the time Moving Ahead for Progress in the 21st Century (MAP-21) expires and \$2 billion left in the Mass Transit Account, which is not enough to maintain programs after MAP-21. Senator Barbara Boxer will be making announcements on options that her staff on Environment and Public Works have worked out.

Director Horsley asked for an update on the constitutional amendments to reduce voter threshold from two-thirds to 55 percent. Mr. Murphy said those bills are not moving. He said they will need to be passed as urgency items next session to be eligible for the November 2014 ballot. He said the governor announced he was not interested in moving any threshold bills this session because he wanted to balance the budget before considering additional revenue options.

Chair Groom asked if the audit of Caltrans will have ramifications on projects the TA is working on. Mr. Scanlon said the audit will be done by a consortium of officials from 29 states. They want to make sure Caltrans has the capacity to do the work it is doing and has in place appropriate policies, procedures and organizational structure, and other things. He said the TA is doing basic civil projects and there is a big difference in terms of the degree of difficulty and complexity than with the Bay Bridge Project. He said not to be overly alarmed.

Program Report: Transit – Paratransit

Chuck Harvey, Deputy CEO, presented:

- The Americans with Disabilities Act was passed by Congress in 1990. Requirements include:
 - Full accessibility with ramps and lifts on all fixed-route buses.
 - Complimentary paratransit service for those unable to use fixed-route transit.
 - The system must provide shared rides, an advanced reservation, cannot deny service at any time to anyone, and service days and times must parallel fixed-route service.
- This is a Federal mandate the cost of which has to be assumed by SamTrans.
- The annual service cost is between \$13-\$14 million. More than 300,000 trips are provided per year. The average cost per trip is more than \$40. Farebox ratio is 5.8 percent. Federal law restricts the Paratransit fare to no more than double the base fare of a regular fixed-route bus.
- This service has not grown in cost for four consecutive years.
- Paratransit must be provided to residents within three-fourths of a mile of fixed-route service.
- Four percent of New Measure A funds, approximately \$2.7 million per year, is designated to meet the special mobility needs of county residents through paratransit and other accessible services.
- The service is funded from fares, grants, State and Federal funding, interest income, Measure A and Measure M, and SamTrans sales tax funds.
- About 7,000 residents are registered paratransit users. About 1,100 rides are provided each day.
- A third party expert assesses and certifies individuals for eligibility.
- Paratransit customers include those who are non-ambulatory, some who have cognitive disabilities and/or visual disabilities, and some who are on fare assistance.
- Telephone hold time is very low.
- There have been zero denials for more than 10 years. There is an average of 26,322 requests for service per month.
- RediCoast on-time performance (OTP) is excellent. SamTrans won an award from the California Association of Coordinated Transportation for Outstanding Paratransit Program of the Year for RediCoast. Redi-Wheels OTP has improved.
- San Mateo County's regional population of senior citizens is projected to increase by more than 70 percent over the next 20 years.
- Initiatives include the Senior Mobility Action Plan, which includes an ambassador program to teach seniors how to ride the system. A volunteer driver symposium is being discussed.

Director Foust asked what other options there are to offload some of the costs that are on SamTrans. Mr. Harvey said it is very difficult to create cost savings. SamTrans is contracting out the service to a third party to keep the cost down, using taxis for overflow to cut down on the vehicles and drivers on payroll during the peak of the peak and taxi vouchers are a possibility. Director Foust said a nonprofit would probably have access or ability to get grant funding from other sources than what SamTrans

could because SamTrans receives Federal dollars. Mr. Harvey said nonprofits could access grants or funding from private entities that SamTrans cannot, but as a public agency SamTrans can access State and Federal money a nonprofit cannot. Mr. Scanlon said to get volunteer drivers the government should extend them Federal tax credits.

Director David Canepa asked if the TA funding is capped at 4 percent. Mr. Harvey said yes, the current Expenditure Plan allots 4 percent of the sales tax revenues of the total measure per year.

Chair Groom said when she worked at Mills Peninsula one of her jobs was to provide advocacy for senior focus and dialysis patients and she served 15 years on the Paratransit Coordinating Council. She said when Mr. Scanlon joined SamTrans, paratransit improved, the rides started being cleaner, the drivers were better, late time improved, and pick up time improved. Mr. Scanlon said it was a team effort.

Capital Projects Quarterly Status Report – 3rd Quarter Fiscal Year 2013

No discussion.

REQUESTS FROM THE AUTHORITY

Director Terry Nagel said she loves the Predictive Arrival/Departure System on Caltrain.

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

REPORT OF LEGAL COUNSEL

None

DATE AND PLACE OF NEXT MEETING

August 1, 2013 at 5 p.m. in the San Mateo County Transit District Administrative Building, Bacciocco Auditorium, 2nd floor, 1250 San Carlos Avenue, San Carlos CA 94070

Meeting adjourned at 6:23 p.m.

TA CAC CHAIR'S REPORT

June 6, 2013

Good evening Madam Chair and Members of the Board. Tuesday evening's meeting was once again the scene for arrivals and departures...

At the same time that we were happily welcoming the arrival of our newest member, Daina Lujan, from South San Francisco, we were advised that one of our current members, Elizabeth Lasensky, from San Carlos has opted for early retirement from Stanford University and is moving out of the area to Davis, California. She has resigned from our team effective immediately.

Over the years of being a member of this committee, Elizabeth has consistently worked for the improvement of transportation in this county and proved herself to be a very articulate member of this committee. She will be sorely missed.

In reference to our committee business actions taken on Tuesday evening, here is what I have to report:

(TA Item 4a) - We supported the Adoption of the Fiscal Year 2014 Budget in the Amount of \$112,985,286 without questions or comments.

(TA Item 5a) - We reviewed the Minutes of the TA's May 2, 2013, also without questions or comments.

(TA Item 5b) - We voted to support the Acceptance of the Statement of Revenues and Expenditures for April 2013.

(TA Item 5c) - We voted to support the Adoption of the Appropriations Limit for Fiscal Year 2014 in the amount of \$583,260,520.

(TA Item 8a) - After reviewing the SamTrans Liaison Report, we were advised by Joe Hurley, TA Program Director, that due to the SamTrans Board Meeting schedule change (their meeting now occurs the day following our meeting) the SamTrans Liaison Report in our package will be from the previous month. This will be the case from now until the end of this year. Joe did offer to make the SamTrans Report available to the CAC when it becomes available under separate cover in advance of the TA CAC meeting package mail out. With all that said, we received this news without question or comment.

(TA Item 11a) - We were greatly pleased to receive both a State and Federal Legislative Program update, in person, from our newest Government Affairs Officer, Schweta Bhatnaga, who did an admirable job of fielding the committee's various questions about both State and Federal transportation issues.

(TA Item 11b) - As part of a series of ongoing program reports on each of the Transportation Authority's six program areas, we received a highly informative update this month from Chuck Harvey, Deputy CEO, concerning the SamTrans Paratransit Service, covering its history, funding, customer qualifications and operating statistics.

(TA Item 11 c) - Joe provided a brief update highlighting and explaining some minor changes to project status illustrated in the Capital Projects Quarterly Status Report for the 3rd Quarter of FY 2013. We accepted the report without questions or comments.

In my own report to the CAC I reported the following:

- The early retirement and subsequent resignation, effective immediately, of our CAC member Elizabeth Lasensky
- The arrival of our newest CAC member, Daina Lujan
- Gave kudos to the publication of the San Mateo County Transit District's first news E-letter and the launching of its new "Peninsula Moves" Blog, which aims to both educate and engage our community on transportation issues.
- Reported that Caltrain began using the new grade separation at San Bruno Avenue over the Memorial Day Weekend and that work continues at a good pace and the project is expected to be completed by early next year. However, although the trains are using the new grade separation the public will continue to use the Huntington Ave. station area until the project is completely finished.
- Reported that car sharing has come to Redwood City on May 2nd with 3 Zip cars being offered to the public.
- Advised that discussion about 4th and King rail yards surfaced last week at the Forum about Caltrain and High Speed Rail in San Francisco. Marian Lee from Caltrain and Gillian Gillett of the SF Mayor's office talked about the study in progress about the feasibility for Caltrain to store its trains somewhere, other than the valuable land at 4th and King Streets, and the key findings of that study are expected to be out in August.
- Reported that Caltrain has funded \$800,000 towards putting Wi-Fi on the trains. The money is for preliminary technical work. The overall cost will be determined by the preliminary investigations and Caltrain will be looking for a marketing partner who will fund the ongoing costs and we will get Wi-Fi on the trains.
- Announced that the Menlo Park City Council approved on May 7th an innovative, safety conscious proposal for a revamped Willow/101 Interchange, with major improvements for cyclists and pedestrians.
- Reported that Palo Alto has launched a beta program for I-phones and Androids to report street issues such as potholes, dark street lights, etc. The tool is also being tested in Daly City and Redwood City but has not been launched in those cities yet.
- Joe reported that we shall not have a meeting in the beginning of July and that our next meeting will be on July 30th.

Respectfully submitted

Barbara Arietta
Chair TA/CAC.