

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

MINUTES OF APRIL 7, 2016

MEMBERS PRESENT: D. Horsley, K. Ibarra, K. Matsumoto, M.A. Nihart

MEMBERS ABSENT: M. Freschet, C. Groom (Chair), C. Johnson

STAFF PRESENT: J. Ackemann, J. Averill, S. Bhatnagar, J. Cassman, A. Chan,
T. Dubost, J. Hartnett, J. Hurley, E. Kay, M. Martinez, N. McKenna,
J. Slavitt

Vice Chair Don Horsley called the meeting to order at 5:06 p.m. and led the Pledge of Allegiance.

CITIZENS ADVISORY COMMITTEE (CAC) REPORT

Rich Hedges, CAC Member, reported on the meeting of April 5, 2016 (see attached).

APPROVAL OF MINUTES OF MARCH 3, 2016

Motion/Second: Nihart/Ibarra

Ayes: Ibarra, Matsumoto, Nihart, Horsley

Absent: Freschet, Groom, Johnson

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENDITURES FOR FEBRUARY 2016

Director Karyl Matsumoto asked why year-to-date revenues are better than staff projections but total revenues are worse than prior year performance. Eli Kay, Chief Financial Officer, said second quarter sales tax came in less this year than the second quarter last year.

Motion/Second: Matsumoto/Ibarra

Ayes: Ibarra, Matsumoto, Nihart, Horsley

Absent: Freschet, Groom, Johnson

RECEIVE AND FILE MEASURE A PROGRAM STATUS REPORT

Director Matsumoto said when the residents of San Mateo County voted for Measure A, \$30 million was for ferry service, \$15 million to Redwood City and \$15 million to South San Francisco. South San Francisco spent about \$8 million year to date. She said there might be a demand for water taxis. She said the Transportation Expenditure Plan says to provide financial assistance as local match funds for cost-effective ferry service to South San Francisco and Redwood City. She asked if Measure A funds could be used for water taxis. Joan Cassman, Legal Counsel, said the wording is broad enough to cover that concept. South San Francisco and Redwood City are designated as the two sponsors. If the city of South San Francisco came to the TA with a proposal for cost-effective ferry service to South San Francisco, the TA could consider it.

April Chan, Chief Officer, Planning, Grants, and the TA, said there is agreement between South San Francisco and Redwood City to split the funding 50/50. Originally when the allocation was made to South San Francisco for the ferry terminal project it

was for \$15 million, but South San Francisco used only a portion. Staff would need to look at the proposal.

Ms. Cassman said what Director Matsumoto outlined meets the parameters and South San Francisco would need to be the proposing agency.

Motion/Second: Matsumoto/Ibarra
Ayes: Ibarra, Matsumoto, Nihart, Horsley
Absent: Freschet, Groom, Johnson

PUBLIC COMMENT

None

CHAIRPERSON'S REPORT

Chair Horsley said recruitment opened on April 4 to fill six seats on the CAC. Applications are due May 6 and appointments will be made at the June 2 Board meeting. Directors Cameron Johnson and Matsumoto have agreed to be on the nominating committee and interview panel.

SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT) LIAISON REPORT – K. MATSUMOTO

The April 6 report is in the reading file.

PENINSULA CORRIDOR JOINT POWERS BOARD (JPB) REPORT – J. HARTNETT

The April 7 report is in the reading file.

REPORT OF THE EXECUTIVE DIRECTOR – J. HARTNETT

Jim Hartnett, Executive Director, said:

- The Highway 101/Broadway Avenue Interchange Project achieved a significant milestone last month when the new overcrossing and the new southbound off ramp were opened to traffic. The existing overcrossing was demolished. Traffic is much improved due to this traffic pattern shift. The full project is scheduled to be completed in spring 2017.
- The Highway 101/Woodside Road Interchange Project Draft Environmental Document has been released for 45 days for public review and comment and closes on May 26. There will be a meeting on April 28 in Redwood City for the public to comment on the document.
- The Board had authorized funding for environmental studies for the Highway 101 Corridor High-Occupancy Vehicle (HOV) and High-Occupancy Toll (HOT) Lane Project. An executive steering committee made up of representatives from the California State Department of Transportation (Caltrans), the City/County Association of Governments (C/CAG), the Metropolitan Transportation Commission (MTC), private employers and the TA met on April 1 and is trying to help guide the project through. Tony Harris, former Director of Caltrans, was appointed by Secretary of Transportation Brian Kelly to help facilitate the project. There has been an update of the cost of the environmental review and preliminary engineering. The scope included the addition of HOV and HOT lanes in the corridor from San Mateo County/Santa Clara County line up to Interstate 380, but the limits of the project had been extended into Santa Clara

County because the study did not bring it up to the county line. Traffic studies are currently underway to assess the expected performance of various project alternatives. The environmental cost estimate has been increased to \$14 million because of the change in scope. The TA had allocated \$8.5 million for the environmental study, and the private sector may help to fund an additional \$3 million. An attempt is being made to bring the cost down. More details will be presented next month.

- The Highway 101/Willow Road Interchange Project design is complete and ready to proceed to construction except for the remaining \$10.4 million needed for the construction management component of the work. Originally Statewide Transportation Improvement Program funds were programmed for the project, but because they have been deprogrammed due to unavailability of the funds, there is a funding gap. The current environment may leave no other option but to address the funding shortfall with Measure A funds to advance the project. Staff is continuing to explore alternative funding mechanisms and sources.
- The organizing committee for the Annual Progress Seminar identified the Highway 101 Corridor as a hot topic and one of the breakout sessions has it as a panel item.
- The South San Francisco ferry receives Regional Measure 2 bridge toll funds from MTC to subsidize the ferry service. One of the requirements of the funding is for the Water Emergency Transportation Authority (WETA) to reach a 40 percent farebox recovery ratio by July 1, 2016. That is not going to happen, so WETA has reached out to a number of entities asking for support by transmitting a letter to MTC for modification of the requirement, WETA is asking MTC to extend the period of time the service needs to meet the requirement. The TA has not taken any action yet but is reviewing the request.
- The first annual Open Letter from the Executive Director to the community with respect to the status of SamTrans, Caltrain, and the TA has gone out. It is intended to be used to reduce confusion in the community about what these agencies do and how.

Chair Horsley asked if WETA ridership is oversubscribed. Director Matsumoto said it is getting there. The farebox recovery is approximately 21 percent and it was supposed to be 40 percent by July.

Director Mary Ann Nihart asked for an update on how the suicide prevention measures are working. Mr. Hartnett said there is no metric, but the JPB participates in a variety of safety measures with community groups. The Safety and Security Report shows the activities of the transit police and security that proactively prevent a number of people from intentionally stepping onto the tracks. The guidance from the suicide prevention associations is to not highlight issues around suicides because it serves to attract. He said the Transit Police are very sensitive to the issue and would rather be preventing than responding.

Director Matsumoto asked for copies of the Open Letter to hand out to C/CAG members. Jayme Ackemann, Director, Communications and Marketing, said it was distributed electronically to councilmembers throughout the county, but she will send printed copies to Director Matsumoto.

PROGRAM

San Mateo County Shuttle Program Draft Funding Recommendations

Joel Slavit, Manager, Programming and Monitoring, presented:

- San Mateo County Shuttle Program Overview
 - San Mateo County Shuttle Program is a Joint TA/C/CAG Call for Projects (CFP)
 - TA Measure A Local Shuttle Program
 - C/CAG Local Transportation Services Program
 - Purpose:
 - Provide matching funding for the operation of local shuttle service
 - Shuttles are to provide access to regional transit and/or meet local mobility needs
- Process
 - TA Strategic Plan calls for
 - Funding considerations to be made through a CFP
 - Project Review Committee assembled to evaluate applications
 - Projects reviewed based on a set of evaluation criteria
 - Funding recommendations anchored to the evaluation criteria
 - Funding and Evaluation
 - Joint CFP issued on December 14, 2015 and closed on February 12, 2016
 - Covers Fiscal Year (FY) 2017 and FY2018
 - Up to \$9 million from TA Measure A
 - Up to \$1 million from C/CAG
 - Up to \$10 million total funds available
 - Minimum 25 percent match required
 - One application process, one staff evaluation panel
- Evaluation Criteria
 - Need and readiness: 50 percent new shuttles, 40 percent existing shuttles
 - Effectiveness: 15 percent new shuttles, 25 percent existing shuttles
 - Funding leverage: 20 percent new and existing shuttles
 - Policy consistency and sustainability: 15 percent new and existing shuttles
- Project proposals
 - 40 shuttles proposed, 11 sponsors
 - 39 applications to be considered
 - One sponsor has requested a deferral
 - Up to \$10 million available, \$9.28 million requested
- Project Proposals: Sponsors
 1. Commute.org: 10 shuttles, \$2.863 million
 2. JPB: 14 shuttles, \$2.913 million
 3. Menlo Park: four shuttles, \$1.264 million
 4. Daly City: one shuttle, \$104,000
 5. Millbrae: one shuttle, \$197,000
 6. SamTrans: three shuttles, \$492,000
 7. San Carlos:
 - San Carlos: one shuttle, \$198,000
 - SamTrans/San Carlos: one shuttle, \$163,000

8. SamTrans/San Mateo: one shuttle, \$219,000
 9. San Mateo Community College District: one shuttle, \$203,000
 10. San Mateo County: two shuttles, \$306,000
 11. South San Francisco: one shuttle, \$361,000
- Project Proposals: Public/Private Subsidy
 - Shuttles with private subsidy
 - Nine shuttles with no private subsidy
 - 31 shuttles with private subsidy
 - Degree of private subsidy
 - Four shuttles: greater than 50 percent private subsidy
 - Eight shuttles: less than 25 percent private subsidy
 - 19 shuttles: 25 to 50 percent private subsidy
 - Project Proposals: Draft Recommendation (40 shuttles proposed)
 - 38 recommended for funding award
 - Existing shuttles requesting Measure A funding
 1. JPB's Lincoln Centre commuter shuttle serving San Mateo/Foster City - \$181,100
 2. Commute.org's Seaport Centre Caltrain commuter shuttle serving Redwood City - \$119,009
 3. Commute.org's Bayshore Technology Park commuter shuttle serving Redwood Shores - \$123,104
 4. JPB's Pacific Shores commuter shuttle serving Redwood City - \$232,600
 5. JPB's Burlingame Bayside Bay Area Rapid Transit (BART)/Caltrain commuter shuttle serving Burlingame - \$308,600
 6. JPB's Mariners Island commuter shuttle serving San Mateo/Foster City - \$181,100
 7. Daly City's Bayshore commuter/community shuttle serving Daly City - \$104,600
 8. JPB's Twin Dolphin commuter shuttle serving Redwood Shores - \$190,400
 9. Commute.org's Brisbane/Crocker Park BART/Caltrain commuter shuttle serving Brisbane/Daly City - \$555,000
 10. JPB's Electronic Arts commuter shuttle serving Redwood Shores - \$150,000
 11. Menlo Park's Marsh Road commuter shuttle serving Menlo Park - \$283,506
 12. SamTrans's Sierra Point – Balboa Park BART commuter shuttle serving Brisbane - \$163,000
 13. South San Francisco's South City community shuttle serving South San Francisco - \$360,507
 14. Commute.org's Redwood City Midpoint Caltrain commuter shuttle serving Redwood City - \$182,143
 15. SamTrans's Bayhill-San Bruno BART commuter shuttle serving San Bruno - \$179,000
 16. SamTrans's Seton Medical-BART Daly City commuter shuttle serving Daly City - \$150,000

17. Commute.org's North Foster City commuter shuttle serving Foster City - \$315,274
18. JPB's Broadway/Millbrae commuter shuttle serving Burlingame - \$213,800
19. Commute.org's North Burlingame commuter shuttle serving Burlingame - \$124,562
20. JPB's Clipper commuter shuttle serving Redwood Shores - \$185,200
21. JPB's Sierra Point Millbrae commuter shuttle serving South San Francisco/Brisbane - \$84,000
22. JPB's Bayshore/Brisbane Commute and Midday Senior commuter/community shuttle serving Brisbane/Daly City - \$384,600
23. JPB's Campus Drive Area commuter shuttle serving San Mateo - \$185,200
24. JPB's Oracle commuter shuttle serving Redwood Shores - \$260,000
25. Commute.org's South San Francisco BART commuter shuttle serving South San Francisco - \$641,742
26. Commute.org's South San Francisco Caltrain commuter shuttle serving South San Francisco - \$399,459
27. JPB's Belmont/Hillsdale commuter shuttle serving Belmont - \$185,200
28. Commute.org's South San Francisco Centennial Tower commuter shuttle serving South San Francisco - \$118,544
29. Commute.org's South San Francisco Ferry commuter shuttle serving South San Francisco - \$284,546
30. Menlo Park's Shoppers community shuttle serving Menlo Park - \$59,485
31. JPB's Norfolk Area commuter shuttle serving San Mateo - \$170,900
- Existing shuttles requesting C/CAG funding
 32. Menlo Park's Willow Road commuter shuttle serving Menlo Park - \$190,071
 33. Menlo Park's Mid-day community shuttle serving Menlo Park - \$731,457
- New shuttles requesting Measure A funding
 34. San Mateo Community College District's Skyline College Express commuter shuttle serving San Bruno - \$202,703
 35. San Carlos's San Carlos Commuter commuter shuttle serving San Carlos - \$198,245
 36. SamTrans/San Mateo's Connect San Mateo community shuttle serving San Mateo - \$218,750
 37. SamTrans/San Carlos's San Carlos Community community shuttle serving San Carlos - \$162,860
 38. San Mateo County's County Parks Explorer community shuttle serving East Palo Alto/East Menlo Park/North Fair Oaks - \$201,056

- One deferred funding recommendation
 39. San Mateo County's Coastside Beach community shuttle serving Half Moon Bay/unincorporated county - \$105,000 – being revised. When the shuttle is ready to proceed, staff will re-evaluate it and bring forward a recommendation to the Board.
- One shuttle not recommended for funding
 40. Millbrae's new Millbrae Shuttle Service community shuttle serving Millbrae - \$197,250 – runs along the El Camino Real and has extensive overlap with and duplicates SamTrans bus service.
- Up to \$10 million available
- \$9.28 million requested, \$8.98 million recommended for award
 - \$8.06 million from Measure A
 - \$0.92 million from C/CAG
- Schedule
 - April 2016: Informational item to the CAC and Board on draft program of projects list, and presentation to the C/CAG Technical Advisory Committee and Congestion Management and Environmental Quality Committee
 - May 2016: TA and C/CAG boards requested to approve proposed program of projects
 - May 2016 – June 2016: TA and C/CAG enter into funding agreements with project sponsors
- Future Funding Calls
 - Shuttle calls to become more competitive, less funding may be available for the next CFP
 - Consideration of increased match requirement for existing shuttles that do not meet the operating cost/passenger benchmark
 - Match requirement based on FY2017 performance, effective for funding cycle covering FY2019 and FY2020

Director Matsumoto said when voters approved Measure A the percentages were allocated. She asked if it would take someone to go back to the ballot to shift some of the program percentages. Ms. Cassman said under the law if an amendment is a major amendment that goes beyond the voters' intent, it does require going back through the process of approval. A minor amendment would not. The Original Measure A had said that projects were listed in order of priority and there could be some movement within the same project to a higher priority, but generally speaking there has not been movement between and among projects. The New Measure A has more programs delineated and it would be a problem to move money between programs. She said to add more funds to any one program, those funds would have to be taken from another program, and that would violate the voters' intent. Moving funding from the ferry program, for example, to the shuttle program, would be a major amendment.

Ms. Chan said in future calls there could potentially be a higher need for funding. If the TA is thinking about looking at other community shuttles in the county, more funding

may be needed from this program. The TA will need to consider if it will have to be more stringent in screening the projects.

Chair Horsley said the Board could have a higher matching requirement from sponsors.

Director Ken Ibarra asked why the Coastside project is deferred. Mr. Slavitt said the sponsor, San Mateo County, had some additional issues that needed to be worked out with the service plan, so the sponsor requested the TA defer the shuttle. The sponsor will spend more time working through the logistics and is continually working with TA staff. When they are ready to go they will get a concurrence letter from SamTrans, the proposal will go back to the evaluation committee for comment, and staff will come to the Board to make a separate allocation at that time. They do not have to wait for the next CFP.

Director Nihart asked if part of the hang up is the overlap with fixed routes. Mr. Slavitt said the proposed highlight of the shuttle was to go to the Fitzgerald Marine Reserve, but there is the desire to limit access to the reserve because it is environmentally sensitive.

Program Report: Paratransit Program

Tina Dubost, Manager, Accessible Transit Services, presented:

- Americans with Disabilities Act (ADA) Paratransit
 - Passed in 1990
 - Full accessibility on all fixed-route buses (lifts/ramps)
 - Complimentary paratransit service for those unable to ride fixed-route transit
 - ADA Paratransit characteristics/requirements:
 - Service must be provided within three-fourths-mile zone of fixed-route service
 - Service day/time parallel to fixed-route service
 - Shared ride
 - Advance reservation
 - Zero denial for service
- SamTrans Paratransit Service
 - Provides equal opportunity for mobility to people with disabilities who cannot use conventional fixed-route transit
 - Commitment to paratransit pre-dates ADA
 - Provides service beyond what is required by ADA
 - Demand for ADA service has grown dramatically
 - Federal mandate
- Paratransit Registrants – up to approximately 8,400
- Paratransit Customers
 - 63 percent are 70 years or older
 - 21 percent are non-ambulatory
 - 19 percent have cognitive disabilities
 - 11 percent have visual disabilities
 - 22 percent receive fare assistance

- 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
- Paratransit Customer Trips
 - 10 percent go to dialysis centers
 - 15 percent go to adult day care centers
 - Other key destinations include doctor appointments, county services, hospitals, senior centers, colleges, senior housing, and shopping
- Program Costs
 - Average cost per trip is up approximately 3.2 percent per year
 - FY2015
 - Total costs = \$15,387
 - Total trips = 329,040
 - Average cost per trip = \$46.76
 - Farebox ratio = 5.1 percent
- How Service is Funded
 - TA Paratransit funding
 - Original Measure A
 - \$25 million fund established permanent source, use proceeds from investment to fund service
 - New Measure A
 - 4 percent of Measure, approximately \$2.9 million per year designated to meet the special mobility needs of county residents through paratransit and other accessible services
- Paratransit Funding Sources (FY2016 Budget - \$16.7 million)
 - San Mateo County: \$5 million
 - District sales tax: \$4 million
 - TA: \$3.1 million
 - Transportation Development Act Funds: \$1.8 million
 - Measure M (motor vehicle registration fee): \$1.4 million
 - Passenger fares: \$800,000
 - State Transit Assistance: \$400,000
 - Interest (Paratransit Trust Fund): \$300,000
- Operating Statistics
 - 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 and maintains a fleet of vehicles for these services (53 cutaway buses and 24 minivans)
 - Contractor supplements District fleet with sedans and contracted taxis to meet peak demand
 - Redi-Wheels Operation Center
 - Brewster facility and equipment owned and maintained by SamTrans
 - Redi-Wheels Average Weekday Ridership
 - Graph was shown illustrating significant growth in ridership

- On-time performance (OTP)
 - Meeting standards of 90 percent
- Customer satisfaction
 - Standard is no more than 2.5 complaints per thousand trips, and both services are doing considerably better than that
- Redi-Wheels trip denials
 - In compliance with the requirement to provide 100 percent of service requests
- Summary
 - Ridership is increasing
 - County demographics pointing towards continued higher demand in the future
 - Service quality is high
 - Very low complaint rate
 - OTP rate above 90 percent goal
 - Paratransit service is a Federal mandate and contributes to SamTrans structural deficit
 - SamTrans continues to monitor costs and provide high-quality ADA service

Director Matsumoto said the South City Free Shuttle Service in South San Francisco is capturing some of the paratransit ridership because it is wheelchair accessible. This service could help relieve some of the load because it is free. She said staff might want to work with the South San Francisco public works director to compare schedules to see if some of the paratransit riders could use this shuttle.

Director Ibarra asked if there is a demand from youth with disabilities. Ms. Dubost said the service is not allowed to do school-related trips, but it does provide trips to colleges. There are more people under 50 years old riding and people in their early 20s who are aging out of the school system.

Director Ibarra said sometimes schools-aged people that have disabilities try to book a trip with Community Gatepath or with schools and sometimes they are booked. He asked if those students would need to fall within the same customer guidelines and register with the service and book a trip. Ms. Dubost said they would need to be certified and then call and schedule the trips. She said SamTrans has made presentations to groups about how to use the fixed-route service because all the services are wheelchair accessible and all the drivers are trained.

Director Nihart said some of the seniors on the Coastsides are grateful because it is arduous for them to try to use public transportation and they can't afford taxis, and all the medical services are over the hill.

Update on State and Federal Legislative Program

Shweta Bhatnagar, Acting Manager, Government Affairs, gave the following update:

State

On February 18, the California High-Speed Rail Authority (CHSRA) released its draft 2016 Business Plan. The CHSRA has presented its plan to the Assembly Transportation

Committee, the Senate Transportation and Housing Committee, and will give a presentation to the Assembly Budget Committee tomorrow. Mr. Hartnett participated in those hearings and discussed the status of the Caltrain Electrification Project and the need for the State to provide their share of funding for the project. The public comment period on the Draft Plan closes on April 18th. The CHSRA is required to prepare, publish, adopt, and submit an updated Business Plan to the Legislature by May

On March 10, the United States Department of Transportation announced procedures that would allow States to redistribute nearly \$2 billion in previously appropriated earmark money that has been sitting unused for years. The FY2016 appropriations legislation included language that transfers unused earmarks that are at least 10 years old and for which less than 10 percent of the funding has been obligated to State transportation departments for new projects. Funding must be used for projects within 50 miles of the location of the original intended use. For California, there could be nearly \$150 million available through this process. Caltrans intends to set up a working group later this month to decide how funds should be repurposed within each region.

Federal

Last month Acting Federal Transit Administration (FTA) administrator Therese McMillan announced she would be leaving the FTA and joining the Los Angeles County Metropolitan Transportation Authority as the head of planning. The current Special Advisor, Carolyn Flowers, will be taking Ms. McMillan's place at the FTA for the balance of the Obama Administration. Prior to joining the FTA, Ms. Flowers was the CEO for the Charlotte Area Transit System.

Staff attended the American Public Transportation Association's annual Legislative Conference in Washington, DC last month. Director Matsumoto also attended. Much was learned about the new Fixing America's Surface Transportation Act and its associated rulemaking and implementation process. Staff also met with staff from Senator Dianne Feinstein's and Congressman Mike Honda's offices, as well as with Congresswomen Anna Eshoo and Jackie Speier. At those meetings staff asked them to support the TIGER grant application for the Willow Road/Highway 101 Interchange Project. Staff also thanked them for supporting the president's budget request to include the Caltrain Electrification Project in the Core Capacity Program and asked them to continue to advocate including the project in the final budget.

Director Nihart said the C/CAG legislative committee will go to Sacramento to talk with local representatives and other people like Senator Jim Beall who are supportive of transportation about the issue of the gap and the excise tax that is hurting people. She said they will lobby to correct it. Legislative lobbyists are working on it. She said she is concerned if Senator Beall's legislation or something like it is not passed. Ms. Bhatnagar said there is a proposal to put a pause on making any changes this year until a legislative fix can be decided, which seems like the way they are going to go because there is no agreement on what the fix should be.

REQUESTS FROM THE AUTHORITY

None

WRITTEN COMMUNICATIONS TO THE AUTHORITY

No discussion.

REPORT OF LEGAL COUNSEL

No report.

DATE AND PLACE OF NEXT REGULAR MEETING

May 5, 2016 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

The meeting adjourned at 6:19 p.m.

TA CAC Chair's Report

April 7, 2016

Good evening Madam Chair and members of the Board,

Here are the results from this past Tuesday's meeting of the CAC :

(TA Item 4a) The CAC reviewed the Minutes of the Board's March 3, 2016, without questions or comments.

(TA Item 4b) The CAC supported the acceptance of the Statement of Revenues and Expenditures for the period ending February 2016, without questions or comments.

(TA Item 4c) The CAC supported the receiving and filing of the Measure A Program Status Report.

(TA Item 10a) The CAC received a program update from Joel Slavit, Manager Programing and Monitoring, on the recommendations for the San Mateo County Shuttle Program's Joint TA and C/CAG Call for Projects for FY2017 and FY2018. Joel's presentation included a program overview of the decision making process, along with information on the evaluation criteria employed, as well as statistics on the 40 shuttles, proposed from 11 sponsors, that resulted in 38 shuttles being funded, with only one shuttle not being recommended because of duplication with Sam Trans bus service and a second shuttle being deferred, by its sponsor at this time, in order to further coordinate its service plan within its community. The CAC was very pleased to learn that we have a number of new recommended shuttles to the San Mateo County Program that will be adding new services to different areas in the County, including a new express shuttle from Daly City Bart to Skyline Community College. The CAC was especially pleased to learn that, with up to \$10 Million available, only \$9.28 Million was requested, which will leave money left over in our coffers for funding future shuttles in future Calls for Shuttle Projects.

(TA Item 10b) As part of a series of program reports focusing on the TA's six program areas - Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian & Bicycle, and Alternative Congestion Relief Programs, the CAC was given a comprehensive report on the SamTrans Paratransit Service by Tina Dubost, Manager of Accessible Transit Services. The CAC was given an in-depth description of the ADA Paratransit characteristics and requirements for obtaining Paratransit service within the County of San Mateo. It was pleased to find out that our County provides service beyond what is required by ADA and surprised to find out that the number of registrants and demand for ADA service has grown dramatically in recent years. The CAC was also interested to hear that even though the average weekday ridership can be as high as 1150 , the service quality remains high with a very

low complaint rate and an On-Time Performance statistic above 90% . After listening to Ms. Dubost's presentation, the CAC believes that our Paratransit Program is doing a remarkable job by cobbling together funding from the TA and multiple other funding sources. We acknowledged just how critical the TA's Measure A contribution is to the County's effort to be able to provide this essential service. The CAC applauds the staff of the Paratransit Program for a job well done. It is very apparent that they work so diligently to provide mobility, with zero denial for service, to our County residents with disabilities.

(TA Item 10c) The CAC received a comprehensive legislative update from Shweta Bhatnagar, Government Affairs Officer. One item of particular interest to the CAC was a Federal update on previously earmarked money now being available through the Department of Transportation. Although earmarks are currently not allowed in Congress, approximately \$2 Billion of previously appropriated earmark money has been sitting unused for 10 years or more. The CAC was pleased to hear that the FY2016 omnibus appropriations legislation included language that transfers the unused earmarked money to state transportation departments for new projects, which will provide a tremendous opportunity for state and local governments to work together to identify their needs heading into the next 30 years. The CAC was also interested to hear that our General Manager, Jim Hartnett, is working with state and regional authorities to backfill \$600 Million, in funds for Caltrain's electrification, that was slated to come from High Speed Rail bonds that were due to be issued this Spring, but now have been delayed. The CAC continues to consider electrification a high priority for Caltrain's success.

(CAC Chair's Report to the CAC)

In my own report to the CAC, I advised the CAC that the MTC has recently reported that the STIP is not the only victim of the recent cut in the state gas tax. Cities and counties saw state funding for local streets and roads cut by 25% in FY 2015-16, forcing deferred maintenance for many Bay Area communities whose roads are already in poor condition. The MTC also reports that it is strongly urging the Legislature to restore the rate to 18 cents per gallon, eliminate the price-based adjustment, and index it to the Consumer Price Index or the Construction Cost Index.

(Staff Report to the CAC)

In Joe's report to the CAC, he advised the CAC of the ongoing meetings with representatives from Caltrans, the TA, the City/County Association of Governments (C/CAG) and others to develop strategies on how to improve mobility on the Highway 101 corridor by way of establishing either a HOV or Express Lane. The findings of those studies will be presented to the CAC as information becomes available.

Joe also reported that recruitment for membership on the CAC opened on April 4th and will close on May 6th, with interviews for the positions being conducted on May 27th. There are currently five members up for renewal, with an additional opening to replace a member that moved out of state last month.

Respectfully submitted,

BARBARA ARIETTA
Chair, San Mateo County Transportation Authority, CAC