

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

MINUTES OF JUNE 4, 2013

MEMBERS PRESENT: B. Arietta, J. Bigelow, R. Hedges, R. Hees, J. Londer, D. Lujan, D. Maez, L. Shaine, L. Simonson, A. Vargas, W. Warhurst, J. Whittemore

MEMBERS ABSENT: J. Fox, E. Lasensky, D. Mensing

STAFF PRESENT: J. Averill, S. Bhatnagar, J. Hurley, R. Lobo

Chair Barbara Arietta called the meeting to order at 4:30 p.m. and Rich Hedges led the Pledge of Allegiance.

APPROVAL OF MINUTES

A motion (Bigelow/Shaine) to approve the April 30, 2013 minutes was approved.

PUBLIC COMMENT

None

ITEMS FOR REVIEW – JUNE 6, 2013 TA BOARD MEETING

Authorize Adoption of the Fiscal Year (FY) 2014 Budget in the Amount of \$112,985,286 (TA Item 4a)

A motion (Hees/Bigelow) to support the adoption of the FY2014 Budget was approved.

Authorize Adoption of the Appropriations Limit for FY2014 in the Amount of \$583,260,520(TA Item 5c)

Doris Maez said this is five times the amount normally appropriated and asked if that kind of money has ever been spent in a given year. Rima Lobo, Director, Finance, said she would find out and get back to the group.

A motion (Whittemore/Hees) to support the adoption of the appropriations limit for FY2014 was approved.

Acceptance of Statements of Revenues and Expenses for April 2013 (TA Item 4a)

Jeff Londer said it would be nice to know what the Capital Programs are on the check register page; perhaps in the footnotes.

A motion (Whittemore/Hees) to support the Statement of Revenues and Expenses for April 2013 was approved.

Update on State and Federal Legislative Program (TA Item 11a)

Shweta Bhatnagar, Government Affairs Officer, said Assembly Bill 797 would authorize San Mateo County Transit District (District) to utilize a Construction Manager/General Contractor (CMGC) type of delivery method for transit projects. It applies only for transit projects within the District's jurisdiction. It would streamline project delivery, allow for better cost estimates, ensure the project is able to be constructed efficiently and properly, and allow the District to gain input from a construction manager early on in the construction process.

Ms. Maez asked what benefit this would be to the TA. She said the Joint Powers Board includes a third county and she said she is curious if there was any effort to get San Francisco included. Ms. Bhatnagar said Caltrain falls under the umbrella of the District so it does get that authority. She said there was an effort to expand the bill to San Francisco and staff was in support of expanding the authority, but the Senate Transportation and Housing Committee pulled back on the expansion.

Laurie Simonson asked what the CMGC delivery approach is. Ms. Bhatnagar said at the time of procurement it allows preconstruction services to be provided during the design phase of the project and construction services during the construction phase of the project.

Rich Hedges said if there are to be any joint agreements, San Francisco is more crucial.

Jim Whittemore asked how this is fundamentally different from what is being done today. He asked if anyone is opposed to this method and why. He asked if this will run around the environmental regulations to streamline the approval process, or if this methodology will accelerate California Environmental Quality Act approval. Ms. Bhatnagar said staff has not heard any opposition to this bill. She said she doesn't know the answers to the other questions but she will find out.

SamTrans Liaison Report – May 1, 2013 (TA Item 8a)

No discussion.

Capital Projects Quarterly Status Report – 3rd Quarter Fiscal Year 2013 (TA Item 11c)

Joe Hurley, Director, Transportation Authority Program, said there are three changes: the schedule impact on the Downtown Extension Project was changed to red to be consistent with the performance status criteria; the Caltrain Electrification Phase 2 changed from yellow to green because of re-scoping the electrification project; and the schedule of electrification changed as a result of re-base lining the schedule and the new scope for the project.

Approval of Minutes of May 2, 2013 (TA Item 5c)

Mr. Whittemore said staff reported 20 unsuccessful intrusion attempts were made into the bank accounts. He said banks never want to tell customers how many attempts are made but customers have to constantly ask.

REPORT OF THE CHAIR – BARBARA ARIETTA

Chair Arietta:

- Introduced new CAC member Daina Lujan.
See the attachment for Chair Arietta's complete report.

Mr. Whittemore said the city of San Mateo has an interactive public works website and civilians can submit a ticket for anything they see wrong, and they get a response very quickly.

REPORT FROM STAFF – JOE HURLEY

Mr. Hurley welcomed Ms. Lujan to the CAC.

MEMBER COMMENTS/REQUESTS

Ms. Lujan said the reason she joined the TA CAC is because her work involves transportation and getting kids to school. She also has a 20-mile commute and she realized there are important transportation issues in the county.

Mr. Hedges said he went to a Plan Bay Area meeting and the Metropolitan Transportation Commission (MTC) had open sessions with interactive visual aids, and they explained transportation concerns.

Ms. Maez said she is happy to see the San Bruno Grade Separation coming along and she is glad elevators will be installed. She said the Civic Center Bay Area Rapid Transit Station is filthy.

Mr. Bigelow said MTC is looking at the \$35 million Dumbarton Rail Project funding because of the delay. He said there is a 30-mile right of way that could be protected until rail does come. He said it would be good to get a presentation in August or September because MTC might take away the funding in October. He said the Board needs to be made aware that these funds may be at risk.

Chair Arietta said the Tom Lantos Tunnels are getting dirty and grimed with carbon and asked if they get cleaned. April Vargas said they have cleaning machines but they haven't been used there yet.

Mr. Hedges said regarding elevators at San Bruno, mothers and many other people besides disabled people use elevators.

Ms. Simonson asked when the Bike and Pedestrian Call for Projects (CFP) will be. Mr. Hurley said late summer. Ms. Simonson asked if there was news on the Redwood City Bike Share. Mr. Hurley said he would send out information about it. Ms. Simonson asked what the progress and next steps are on grade separations. Mr. Hurley said the Board approved the Guiding Principles and staff will come back to the Board and CAC with more information regarding the Grade Separation Program.

William Warhurst said he would like to hear if there have been any adjustments to the CFP criteria and best practices since the last bicycle/pedestrian call for projects so the CAC can make some suggestions. Mr. Hurley said the plan was to bring "lessons learned" back to the CAC on a program-specific basis. This will be in advance of the next CFP for the Bike and Pedestrian Program. Mr. Warhurst said last time it came up

too quickly and some criteria was not explicitly considered but were important for fiscal management and he would like to be able to comment on those to the relevant staff who are working on the projects.

Randy Hees said if there is a late-summer CFP it is better to have a review in August.

Jeff Londer said Clipper representatives are courteous and polite in trying to resolve issues.

Mr. Whittemore complimented staff for the predictive signage, the apology memo regarding service interruptions that he said was superbly written, and the conductors who are extremely popular with the riders and are very competent. He said the San Bruno Grade Separation is a fantastic engineering job and the communication was handled superbly. He said there is an article in the Daily Journal about traffic on Ralston Avenue through Belmont. He said there is a lot of flurry going on from bike advocacy groups asking the community to comment about the article online so the Belmont City Council will read the comments.

Program Report: Transit – Paratransit (TA Item 11b)

Chuck Harvey, Deputy CEO, presented:

- Americans with Disabilities Act was passed 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.
 - Must be a shared-ride system, must be allowed to make an advanced reservation, must not deny service at any time to anyone, and must provide service on days and times that parallel fixed-route service is provided.
- This is an unfunded Federal mandate.
- The annual service cost is between \$13 and \$14 million. Over 300,000 trips are provided per year. The average cost per trip is over \$40. Farebox ratio is 5.8 percent.
- Cost for this service has not grown 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, 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, visual disabilities, and some who are on fare assistance due to low income.
- Telephone hold time is very low.

- There have been zero denials for over 10 years. There are on average 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 aging model predicts the regional population of senior citizens will increase by more than 70 percent over the next 20 years.
- Anyone eligible to ride paratransit can ride the fixed-route system for free.
- 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.

Mr. Hees asked if SamTrans is supplying the ADA compliance for the Caltrain and BART in the county. Mr. Harvey said SamTrans does not have to provide complimentary paratransit service for BART or Caltrain, only the fixed-route bus system within $\frac{3}{4}$ of a mile of service. BART has a separate system they comply with. The commuter rail system was allowed a Key Access Plan for certain locations but they are not required to provide paratransit. If there is ever a wheelchair user who cannot get onto a train because the wheelchair locations are full, Caltrain provides that customer a ride with another service.

Mr. Londer said he wishes the airlines were as efficient as Redi-Wheels.

Mr. Londer left at 5:52 p.m.

Mr. Hedges said he chaired a Grand Jury report on Redi-Wheels in 2003. He said the Grand Jury recommended the system buy cell phones for drivers because the radio system was outdated. He said medical providers were least satisfied because they had to watch the people who were waiting for rides. He said the Grand Jury recommended travel training be accelerated. He said the Grand Jury found the system was well run. He asked what happened to the additional grant money left from last year. He said he found SamTrans didn't apply for that money. Mr. Harvey said SamTrans applied for grants and will be buying four new vehicles. He said SamTrans installed a sophisticated advanced communications system. Imminent arrival calls are being worked on now. He said travel training is conducted all the time.

Mr. Shaine said the paratransit drivers care very much about their customers. He asked how someone who is certified to use Paratransit can use the fixed-route service. Mr. Harvey said there are certain types of trips that someone with a disability can make on a fixed-route bus and there are some trips that fixed-route bus will not be acceptable to use. He said for trips that fixed-route service would be sufficient, the paratransit-eligible riders can get the service for free. He said it would be better for SamTrans to lose the \$2 fare on a fixed-route bus than pay \$40 for a paratransit trip when paratransit service isn't needed.

Ms. Lujan asked how volunteer drivers and SamTrans would be protected as far as the liability in the event of a situation. Mr. Harvey said an example that addresses this issue is in Portland where a nonprofit organization was formed through which the volunteer

driving program was run. The nonprofit got a blanket insurance policy that provided some level of indemnification and insurance protection for the volunteers. SamTrans probably couldn't administer a volunteer driver program for that reason.

Mr. Whittemore said he urges the volunteer program be aggressively pursued. He asked if vouchers for taxi cabs could be an option. He asked if other shuttle services could be used in the off-hours. He asked who is leading charge to find a solution to the deficit problem. Mr. Harvey said taxi vouchers are used in the system to provide peak of the peak service. He said there is no regulation of taxis in this county so the opportunity is limited. Specialized training and equipment such as tie downs are necessary to handle paratransit customers, so shuttles may be an option if those obstacles are addressed. He said the structural deficit has been decreasing over time. Staff restructured the company, froze salaries, froze hiring, cut contributions to Caltrain, restructured the debt service with the BART extension to reduce the annual subsidy cost, and controlled cost growth over the last several years. He said as economy has been recovering, the level of deficit spending and use of reserves is very low. He said two polls were conducted that suggested SamTrans is not in a position right now to pass a revenue source tax measure.

Ms. Maez asked what happens if a wheelchair passenger is left on a Caltrain platform if they have not gone through certification for Paratransit. Mr. Harvey said Caltrain has a different protocol and an obligation to address the issue.

Ms. Maez asked how a customer is handled if they are not allowed to take public transit home in a situation such as a surgery. Mr. Harvey said staff could create a conditional eligibility for that person in some situations, but Redi-Wheels is not a medical transportation service. He said if someone's condition is so frail that they can't travel independently they cannot take paratransit.

Mr. Hedges said a problem with taxi service is background checks. Mr. Harvey said the taxis drivers SamTrans uses are checked, and there is random DNA testing, and approved taxis have Redi-Wheels stickers.

Chair Arietta said Marin County has an End of Driving Senior Program where the seniors are given taxi vouchers. Mr. Harvey said that is a strategy that has been used a lot in more rural, lower-density areas. He said it is not a Paratransit or ADA-compliant strategy but Marin County still has to provide ADA-compliant service. He said they found other sources of funds to invest in that type of transportation service. He said there is no countywide ordinance or regulation that governs taxi operating rules, fare structures, safety or other elements.

DATE, TIME AND PLACE OF NEXT MEETING

Tuesday, July 30, 2013 at 4:30 p.m. at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA 94070

The meeting adjourned at 6:22 p.m.

Averill, Joshua

From: Barbara Arietta <barietta@hotmail.com>
Sent: Tuesday, June 04, 2013 6:56 PM
To: Averill, Joshua
Subject: ***CAC Chair's Report - June 4, 2013***

1. It is with great disappointment that I announce that one of our fellow members, Elizabeth Lasensky, is moving out of the area and has turned in her resignation to the TA/CAC effective immediately. Over the years of her being a member of this committee Elizabeth has consistently worked for the improvement of transportation in this county and has proven herself to be a very articulate member of this committee. I shall sorely miss her.

2. Kudos to the San Mateo County Transit District for the publication of its first news E-letter called SamTimes. And also for the launch of its "Peninsula Moves" Blog. It aims to educate and engage our community on transportation issues. The goal is to provide insightful content that gives readers behind the scenes looks at services the district provides and to get to know better the people who deliver these essential public benefits. The blog will publish news about events and activities as well as state and national transportation issues...<http://peninsulamoves.wordpress.com/>

3. Caltrain began using the new grade separation at San Bruno Avenue over the Memorial Day Weekend. Work continues at a good pace and the project is expected to be completed by December of this year. The cost is \$147 million (TA: \$85.6 m; State: \$54.8 m; Fed: \$6.6m). This week they are painting, installing drywall, installing the Huntington Elevator and waterproofing the platforms. In addition they are also ripping up the shoofly tracks and shoring as well. They will be installing a wrought iron median fence on the new elevated station platform. There will be a total of 201 parking spaces and a "kiss and ride" lot that will serve the station at the site of the former San Bruno Lumber.

The project will have 3 pedestrian underpasses. Passengers will continue to use the Huntington Ave station area.

4. Car sharing has come to Redwood City on May 2nd with 3 Zip Cars being offered to the public.

5. Discussion about the 4th and King railyards 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 Mayors 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 Kings Sts, between SOMA and Mission Bay. Caltrain wants to ensure that electrification is completed without delay, and that they have a workable location to store trains. SF wants to use the land to extend neighborhoods.

The discussion surfaced some common ground. Caltrain acknowledged the importance of supporting transit-friendly land use and SF discussed opportunities to use real estate values to help fund Caltrain improvements. Key findings of the study are expected to be out in August.

6. Caltrain has funded \$800,000 towards putting Wi-Fi on the trains. This money is for preliminary technical work. The overall cost will be determined by the preliminary investigations, and the remainder of the budget is expected to be paid by the partners of the JPB. Hopefully they will find a marketing partner who will fund the ongoing costs and we will get Wi-Fi on the trains.

7. On May 7th, the Menlo Park City Council approved an innovative, safety conscious proposal for a revamped Willow/101 crossing, with major improvements for cyclists and pedestrians. The design calls for 10 foot wide sidewalks, bike lanes through the interchange, plus a protected bike lane between the sidewalk and the shoulder.

Freeway exits are squared off, to make sure cars slow down and can see pedestrians and cyclists crossing. It is reported that this preferred proposal has the least impact on neighboring properties, following the strong demands of East Palo Alto community members and Council. However, the project will still have to compete for construction funding with other projects for interchanges in the county such a Burlingame's Broadway interchange, Redwood City's Woodside Road interchange and Brisbane's Highway 101 interchange, located at the border between San Mateo and San Francisco Counties.

8. Palo Alto has launched a beta version of PaloAlto311, a mobile app for Iphone and Android users to report street issues such as potholes, dark street lights, broken bicycle "loop detectors" etc. The tool is also being tested in Daly City and Redwood City, but hasn't been launched in those cities as yet. It allows street users to post public works requests, along with a photo and the location of the problem, and to track the status of the requests.
