



SamTrans Citizens Advisory Committee (CAC)
1250 San Carlos Avenue, San Carlos, CA 94070, Bacciocco Auditorium, 2nd Floor

AGENDA

August 6, 2008 - Wednesday

6:30 PM

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Public Comments
4. Approval of Meeting Minutes for June 4, 2008
5. Presentation
 - a. SamTrans Strategic Plan Update – Marisa Espinosa
 - b. TA Strategic Plan Update – Todd McIntyre
6. Report of the Chair
7. SamTrans Staff Update
8. CAC Member Comments/Requests
9. Liaison Reports
 - a. SamTrans Board – Wayne Kingsford-Smith
 - b. ADA Technical Advisory Committee – Tom Collette
 - c. Caltrain Accessibility Advisory Committee – Peter Loranger
 - d. Peninsula Corridor Joint Powers Board – David Wilcox
 - e. Peninsula Corridor Joint Powers Board Citizens Advisory Committee – Andy Chow
 - f. Senior Mobility Action Plan – Ken Feldstein
10. Next Meeting: Wednesday, September 3, 2008 at 6:30 p.m., 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd floor, San Carlos, CA
11. Adjournment

All items on this agenda are subject to action

CAC MEMBERS: T. Ames, J. Baker, A. Chow, K. Chu, T. Collette, K. Feldstein, M. Hall, P. Hitchcock
W. Kingsford-Smith (Chair), P. Loranger, D. Milton (Vice-Chair), K. Nobles, P. Ratto, D. Wilcox

INFORMATION TO THE PUBLIC

If you have questions on the agenda, please contact the Assistant District Secretary at 650.508.6223. Assisted listening devices are available upon request. Agendas are available on the SamTrans Website at www.samtrans.com.

Date and Time of Boards and Advisory Committee Meetings

San Mateo County Transit District (SamTrans) Committees and Board: Second Wednesday of the month, 2 PM. SamTrans Citizens Advisory Committee: First Wednesday of the month, 6:30 PM. Date, time and location of meetings may be changed as needed.

Location of Meeting

The SamTrans Administrative Building is located at 1250 San Carlos Ave., San Carlos, which is one block west of the San Carlos Caltrain Station on El Camino Real, accessible by SamTrans bus Routes: 260, 295, 390, 391, KX.

Public Comment

If you wish to address the Citizens Advisory Committee, please fill out a speaker's card located on the agenda table. If you have anything that you wish distributed to the Citizens Advisory Committee and included for the official record, please hand it to the Assistant District Secretary, who will distribute the information to the Committee members and staff.

Members of the public may address the Citizens Advisory Committee on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to three minutes and items raised that require a response will be deferred for staff reply.

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Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

**SAN MATEO COUNTY TRANSIT DISTRICT
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA**

**CITIZENS ADVISORY COMMITTEE
MINUTES OF MEETING – JUNE 4, 2008**

COMMITTEE MEMBERS PRESENT: John Baker, Andy Chow, Tom Collette, Ken Feldstein, Maureen Hall, Pam Hitchcock, Wayne Kingsford-Smith (Chair), Peter Loranger, David Milton (Vice-Chair), Kim Nobles, Peter Ratto, David Wilcox

COMMITTEE MEMBERS ABSENT: Tom Ames, Kristina Chu

SAMTRANS STAFF PRESENT: Pat Boland, Nancy McKenna, Chester Patton

Chair Wayne Kingsford-Smith called the meeting to order at 6:30 p.m.

PUBLIC COMMENT:

None

APPROVAL OF THE MINUTES:

The Committee (Milton/Baker) approved the minutes of May 7, 2008. Pam Hitchcock abstained as she was not at the May meeting.

PRESENTATION – SUB-COMMITTEE RECOMMENDATIONS AND STAFF RESPONSES

Chester Patton, Director of Bus Transportation, said that the CAC provided a number of recommendations from their sub-committees. Some of these recommendations were acted on and some were not approved by staff. Mr. Patton said this presentation will bring closure to the good work that the committee did by reviewing each recommendation and staff's response.

- **Post current bus schedules at any shelter/stop served by three or more routes.**
Mr. Patton said this recommendation requires a significant amount of resources in order to maintain and keep accurate information in place. The Communications Division says there are not enough resources to implement and maintain at the level that would be expected. Mr. Patton said there is a network of public information cases throughout the service area to provide customers with information. Patrick Boland, Marketing Manager, said there are pole mounted cases at high-traffic locations, transfers points, including BART stations and at selected Caltrain stations and shopping centers.

Peter Ratto arrived at 6:35 p.m.

- **Would like to see an “Adopt a Shelter” program similar to VTA’s and sell advertising space at shelters and require advertiser to maintain the shelters.**
Mr. Patton said the District now has a contract with CBS Outdoor to implement these new shelters and maintain them. There will be advertising to defray their cost of

maintenance. Shelters will be in place early this summer. Mr. Boland said that CBS will be installing the first 50 shelters without the windshields and on a case-by-case basis, if staff thinks they require one, CBS will come back and install. The lighting in the new shelters will be a vast improvement to the current ones. Mr. Boland said that one recommendation that is being implemented because of feedback from the CAC is the size of the panels. They have been lengthened so they are closer to the ground and there would be less of a draft.

Ken Feldstein arrived at 6:38 p.m.

- **Have additional focus on marketing plan goals and objectives, including fare increases.** Mr. Patton said that marketing clearly defines its goals for each of its promotions and adjusts as necessary to further define the target market for future promotions. Each marketing program is measured to make sure it is meeting its goals. Mr. Boland said that whenever a promotion is done, staff sets some concrete measurement goals that can be followed-up on. If it is a mailer, the number of tickets that come through the fare box is measured. If it is a special event, like Bay to Breakers, staff measures reduction in operating costs, ridership and Web hits. Mr. Patton said, in regards to fare increases, this is something that will certainly be brought before the committee, just like in the past.
- **Put bus stop map on east side of Colma stations.** Mr. Patton said that within the station there is a map that illustrates where each bus stops. Marketing is working to update the display of routes and will add this feature to a second station map that is in the station. Staff anticipates this to be completed in early summer. John Baker said that at the time of the committee's recommendation the only map was at the parking structure side of Colma so if you were getting off BART and going out to the buses you wouldn't even pass by it.
- **Ensure better signage at Colma station for those transferring bus to bus; there is an area with benches and news racks in the bus circle that would be ideal for this.** Mr. Patton said that this has been requested of BART. Mr. Boland said there is not a lot staff can do at a BART station, it is on their priority list and their time table.
- **Update signage around Daly City BART. Put signs and maps with directions to other ground transportation in area easily found by those transferring from other SamTrans lines. Include directions to SFSU Shuttle.** Mr. Patton said SamTrans has a number of sources of information at the Daly City BART station, including schedule rack, guide-a-rides and bus stop location display. The station is in need of additional guide-a-rides and displays should be updated. The marketing staff will work with BART to accomplish this and recommend some cosmetic improvements to the bus bay area. Mr. Boland also followed-up by noting that the guide-a-rides are at some locations. Staff is working with BART to get more poles installed. There is a kiosk that is shared with BART that has some information and also a schedule rack that is stocked by BART staff, depending on how diligent the station agent is. Staff is looking at ways to improve this process.

- **Install directional signs clearly showing Route 342 stopping on west side of complex at Millbrae Station.** Mr. Patton said staff agrees with this recommendation and have asked BART to do.

David Wilcox said there seems to be confusion among the drivers as to drop-off and pick-up locations. Mr. Patton said he is specifically speaking about Route 342 and the drivers have specific pick-up and drop-off points.

Mr. Feldstein said that part of the confusion is Route 390 and Route 391 have different bays and passengers may not be sure which bay to wait at for their specific route.

Kim Nobles said she notices some southbound operators will stop at the northbound bays and let passengers off so they are closer to the station which can add to the confusion for passengers.

- **More complete signage at Hillsdale, including directional signs better placed and larger signs on shelter, schedules, route maps and real time bus arrival/departure.** Mr. Patton said that within the past year, Caltrain added signs directing passengers to shuttle and bus service from the station. The bus shelters are candidates for replacement with the new bus shelters, which will include a system map and frequency chart. Mr. Boland said that Hillsdale is fourth or fifth on the list for shelter installation.

Mr. Milton asked if all shelters will have system maps. Mr. Boland said yes.

Mr. Feldstein said that real time information should be added to these shelters especially if Caltrain plans on moving the station with Bay Meadows closing.

Kim Nobles asked if CBS Outdoor will be responsible for changing the schedules.

Mr. Boland said that initially CBS Outdoor will install and then staff will be responsible for updating.

- **As Route 390 doesn't go into Sequoia Station a way should be found to alert passengers that the station is just a short walk away. Bus stop maps should be put in at either end of the station. Post updated schedules at all stops.** Mr. Patton said that the City of Redwood City has placed way finding signs in the area and SamTrans Marketing staff participated in this process. Staff doesn't believe that any additional signage is required.

Chair Kingsford-Smith said he is familiar with the way finding signs, but there is nothing that relates to the buses and nothing that shows that Route 390 doesn't stop at Sequoia Station.

Pam Hitchcock suggested that the bench located in the middle of the block at Broadway be moved south a half a block closer to James Avenue so that when a passenger gets off they would see Sequoia Station.

Andy Chow would also recommend moving the bench on the northbound side to see Sequoia Station.

Mr. Patton said that staff would look at these suggestions.

- **Improved bus shelters that better protect riders from the elements.** Mr. Patton said the bus shelters that CBS Outdoor is installing as part of the new contract will have a lower profile to prevent wind from flowing through the structure.
- **Provide day passes.** Mr. Patton said the agency is committed to a day pass system and the general manager agrees. SamTrans is in the process of procuring new fare boxes which would enable day pass media to be electronically issued. Staff is committed to a day pass system and wants to do it as soon as feasible. Mr. Patton said an interim method would not work. Staff is in the procurement process with a consultant firm for new fare boxes and a Request for Proposals (RFP) will be out on the street by the end of summer with installation within nine months.
- **Ensure prompt scheduling for lines that use Daly City BART as a terminus.** Mr. Patton said regardless of a system's quality buses are sometimes late. Staff has a good relationship with the bus operators and they know if they run down on their schedule they can call in for help. Mr. Patton said staff purposely maintains an operator extra board size large enough to permit effective dynamic dispatching for schedule recovery. On-time-performance (OTP) averages almost 90 percent. In addition, Hastus improvements are slated for FY09, vastly improving the ability to manage scheduling issues.

Mr. Milton asked about OTP and the margin. Mr. Patton said it is pretty common in this industry to have a five minute window. Zero minutes early and five minutes late is considered on time.

- **Re-orient or redesign Millbrae Station/BART bus shelters for better weather protection.** Staff has spoken with BART several times on this issue.
- **Hillsdale: use GPS, intra-bus communications to allow passengers to tell drivers of transfer needs.** Mr. Patton said that staff agrees with this recommendation to a very large extent. The operators have a control head, an AMDT with messages so all the operator has to do is push a button that says transfer request and the radio controller opens up voice communications, finds out what the operator's trying to connect with. Using the GPS system the radio controller can find out exactly where the two buses are in proximity, communicate with the other bus and hold the other bus for a transfer. This probably means in the neighborhood of three-four minutes. The driver will not hold the bus much longer than that.

Mr. Chow said this is most helpful especially at a large intersection. Mr. Patton said it is an essential feature of any transit system and the operators also use the old tried and true methods of flashing lights and honking horns.

Mr. Feldstein asked if passengers are aware that they can ask the bus driver to have a bus held for them to make the transfer. Mr. Patton said the more experienced rider is aware of this, but this is something that isn't promoted.

- **Implement signal priority system as much as possible.** Mr. Patton said staff couldn't agree more. Staff has been working with University of California Berkeley and Caltrans in testing the El Camino Real Corridor. There is equipment on a number of the buses that are being tested in revenue service for proof of concept. Mr. Patton said this could really facilitate the movement of traffic and people throughout the county. There are 22 intersections that are programmed and 15 revenue service buses that are engaged in live testing. Staff is optimistic that a partial implementation may be seen as early as the fall.
- **Put existing, formerly useful screens with next departure times back in service at Daly City BART.** Mr. Patton said that the predictive arrival departure system modeled on the Millbrae station system is being rolled out at other locations, including Daly City BART, Colma BART, Sequoia station and Palo Alto Caltrain. Mr. Patton said the decisions have been reached, the funding has been secured and it is in development.
- **Ensure that the bus stop on El Camino Real, next to Colma Station and under the tracks, is serviced by both Routes 390 and 391.** Mr. Patton said that SamTrans recently implemented this bus stop change on the Route 391. The bus stop signs reflect this change.
- **Time Routes 390 and 391 transfers with BART at Millbrae Station.** Mr. Patton said the planning department said schedules for Routes 390 and 391 are currently built to make connections with BART service. There have been issues with changes to BART schedules and SamTrans schedules being implemented on separate dates that often result in several months of unsynchronized schedules. There are also times when BART and SamTrans don't have compatible headways which make it impossible for all trips to match. The planners have decision-making to do because we don't run all the routes on 10 to 15 minute headways so they cannot all connect with all the trains.

Mr. Feldstein asked at night, when Routes 390 and 391 are running every 30 minutes and BART is late, is there anyway a bus can be held for a couple of minutes. Mr. Patton said there was a system in place with a flashing red light in the bus area that would indicate when a train arrived. He said it is probably still active at many stations, but it's a tricky thing to implement because all of the schedules aren't driven by connecting with the BART train. Mr. Patton will go back and research this idea.

- **Reroute Route 292 into Millbrae Station.** Mr. Patton said the planning department doesn't think that's a good idea. Staff made a presentation to the CAC and spent a significant amount of time discussing and explaining why.

- **Reroute Routes 390 and 391 into west side of Millbrae Station where Route 342 stops.** Mr. Patton said that staff doesn't agree with this recommendation. The west side of the station is really not designed for that volume and type of transfer location
- **Facilitate new Hillsdale Station design for bus-to-train transfers. Set up as many timed transfers as possible with feeder lines allowing a few extra minutes at Hillsdale to assure connections.** Mr. Patton said SamTrans staff is working with Caltrain, the City of San Mateo and the Bay Meadows developer to create a better station that reduces waiting times for transfers between bus routes, Caltrain and SamTrans. There are some difficulties due to the limited Caltrain land at this station and uncertainty regarding which streets will cross under the railroad tracks and connect with El Camino Real. This is a problematic area and there are some development issues in the future that we just don't know the answer to yet.
- **Timed transfers with BART.** Mr. Patton said the planning staff says some routes are timed to meet with BART trains. The schedule implementation dates, which are not always in concert, can blow up the connections. Eric Harris, Planning Manager, has promised to review this and future service adjustments. Mr. Patton said that many of the cross-town and neighborhood routes are timed to meet school bell times or operate at headways that are not compatible with BART. In some cases, making good connections with BART for people commuting to San Francisco may not result in good connections for people commuting to jobs at SFO.

Mr. Baker said that the BART schedule seems to have improved a lot since they implemented the new changes.

- **Northbound only, reroute Routes 390/391 from El Camino Real, left on either 36th or 37th Avenue, right on Edison, right on Hillsdale to stop in front of the Citibank/Wells Fargo buildings. Buses would then turn left onto El Camino Real and the regular route.** Mr. Patton said the planning department said no to this recommendation. This would add four to five minutes running time, impact transfers to Caltrain and add a large number of buses running through a neighborhood.
- **Long-term transit and circulation planning for the entire Hillsdale area and complex.** Mr. Patton said this is thinking big. Current walking distances to make transfers and the current walking environment for people traveling between the mall and Caltrain needs to be improved. Staff will work with the City of San Mateo, Caltrain long-range planning staff and others to see if there is an opportunity to do more of an area study. Mr. Patton said that everyone knows this is an area that needs attention, improvement and development. We are not at the point of a solution yet.

Mr. Feldstein said one of the challenges we are facing is what is going to happen to Bay Meadows and what is Caltrain going to do given limited resources and abilities, and also high speed rail.

- **Redesign of El Camino Real Service.** Mr. Patton said this is a big subject and so big that staff is still trying to completely grasp the implications and how to do it. The planning department's response was that the redesign of El Camino Real service is a project involving several SamTrans departments. The goal is to begin more focused work on this project next fiscal year. All proposals developed by CAC members will be reviewed for ideas and suggestions as staff develops a recommended proposal. Staff will come back to this committee prior to any implementation.
- **The Committee should review the Board annual plan; acquaint themselves with major issues; increase proactivity in offering input and feedback; tightening of the meeting process and adaptation of meeting rules.** Mr. Patton said this committee has come a long way and a great deal has been accomplished since these comments were made. Mr. Patton thinks meeting management has improved considerably in terms of focus and efficient use of time. Things are very orderly and focused and not much time is wasted at the meetings. Mr. Patton said that major issues, such as fare increases and the Short Range Transit Plan (SRTP), are brought before the committee, and staff tries to keep the committee very well informed. The Board of Directors welcomes the monthly report at the Board meeting. The SRTP, in fact, will be on the July or August agenda. Mr. Patton said the committee can expect a fare increase proposal to come before this group in the coming months.

Chair Kingsford-Smith asked about the strategic plan and having a presentation on it. Is this the same as what was just mentioned? Mr. Patton said no, the SRTP is different and the strategic plan would be looking out much further.

Tom Collette asked about the fare increase and is staff looking into other ways to raise revenue so there wouldn't have to be a fare increase? Mr. Patton said a fare increase for SamTrans would be pretty moderate. SamTrans tends to have the lowest fares in the Bay Area.

Mr. Feldstein said that part of the challenges include pension and gasoline costs and possible sales tax revenue going down. This agency has some real challenges and has had them for several years. Mr. Feldstein hates fare increases, but at some point you have to. Are there any other areas staff is looking at for revenue? Mr. Patton said that the CBS Shelter program is one. If we roll out new shelters and have maintenance paid for by advertising, this is a huge benefit to SamTrans. A fare increase is probably in the cards, like it is for every other transit agency.

Mr. Boland said when it comes to fare increases, General Manager/CEO Mike Scanlon, tries to avoid them when possible. However with the cost of fuel rising, it appears likely that we will need to consider it. Any notice of a fare increase will be brought before this committee for full discussion. It will happen, probably next year, but the committee will hear about it and the Board will want your input before they make their decision.

Ms. Hitchcock said that when staff is considering the fare increase to reconsider scratcher day passes as existing outlets at the same time in order to soften the blow.

Mr. Patton said staff was hoping to get the new fare boxes sooner rather than later. There are some other non-cash options, like tokens. Tokens usage is still going up with about 5 percent of riders using them.

- **Annual reorientation of Committee as to purpose and evaluate progress.** Mr. Patton said it has been his experience that this committee has always been somewhat introspective, and from time-to-time, committee members look at what they are doing and ask “are we meeting our purpose?” Mr. Patton agrees with the Board of Directors in believing the committee is meeting its purpose. The fact that we ask this question every now and then indicates a healthy and a committed group of people. Mr. Patton said the Board is highly satisfied with the quality and dedication of the committee, and the primary value of its measure is how valuable and effective the committee is because they are here to help, assist and advise the Board of Directors. When you talk to a Board member, they will always tell you they consider the CAC their eyes and ears. That’s the value the CAC provides based on their experience as bus riders and transit users, to evaluate things that are brought before the committee and include that information in the Board report and pass on their recommendations. The Board is highly impressed with the caliber of people on the CAC. Mr. Patton said the statement of purpose in the CAC manual speaks to this issue. “The focus of the CAC is on issues of direct concern to users of the fixed route bus service. The Committee shall assist the transit Board of Directors in any manner the Board deems appropriate.” The Board considers the CAC its eyes and ears.

Mr. Feldstein thanked Mr. Patton for the excellent presentation.

Chair Kingsford-Smith asked what sub-committee recommendations have been implemented besides what is in the report. Mr. Patton said there are none.

REPORT OF THE CHAIR

Chair Kingsford-Smith said the committee usually has a bye month during the summer. The committee decided to cancel the July meeting.

SAMTRANS STAFF UPDATE

Mr. Patton reported the following:

- Significant increase in ridership from April 2007 to April 2008.
- Tokens continue to be popular.
- Forty Niner service will not be offered anymore due to a new FTA charter service rule. The government does not want SamTrans competing with private carriers. There is a private carrier in San Jose who wants the service. Mr. Feldstein asked about VTA and Golden Gate providing the same service. Mr. Patton said they also need to do the same process that SamTrans did. This only pertains to bus service and Caltrain is not affected. This applies to Bay to Breakers and Año Nuevo service too.

Mr. Feldstein asked about the increase in ridership and if Mr. Patton could provide which routes or times of day. Mr. Patton said he does not have the drilldown on this.

Mr. Boland reported the following:

- Weekly ridership is up 4 percent and farebox recovery is up 3 percent.
- SamTrans Web hits are up 10 percent over last year and call volume at the call center is up 15 percent.
- Caltrain ridership is up 17 percent and farebox revenue is up 22 percent.
- Completed the Latino promotion and had about 7,500 responses. There was a slight increase on routes that were targeted.
- Increased ridership on SamTrans and Caltrain for Bay to Breakers.
- In response to the CAC's request regarding measurement of projects, Mr. Boland noted the results from past promotions in which the results were measured. Last year's Summer Youth Pass (SYP) had a 5 percent increase in sales and a ½ percent increase in ridership. The 49er service had a decrease in ridership, but goes with their record. Baseball was up 14 percent last year and Stanford ridership for the big game was down 46 percent because the new stadium went from 90,000 to 46,000.
- Kicking off SYP promotion at \$35. Brochures in English and Spanish went out to San Mateo County schools and the school district.
- Spare the Air Day is June 19.
- Fall promotions include youth and commuter programs.
- Web content management RFP for the District will be ready on Friday.
- Winners in the Art Takes a Bus Ride will be announced at the Board meeting on June 11 and the winning art will be wrapped on a bus, which will be on display at Central during the Board meeting.
- Follow-up items from the May meeting – the pathway from San Bruno BART station to Tanforan by the police station will remain open, but the parking lot pathway will not because of safety reasons. Service to San Carlos Market Place off of Industrial Road - the planning department has no immediate plans to run service.

Mr. Feldstein said his request was for owl service from Daly City BART to Millbrae BART along the El Camino Real, connecting with the Route 397 in Millbrae. Mr. Boland will research and report back. Mr. Feldstein also asked about the cracks in the Caltrain cars and AC Transit tariffs and using the SamTrans pass on the M Line. Mr. Patton said they do have someone working on the AC Transit issue. Mr. Boland said last Friday some of the train cars were found to have hairline cracks and 14 cars were pulled out of service. Rail operations is preparing consists.

Kim Nobles left at 8:09 p.m.

Mr. Baker asked about the cars Caltrain got prior to opening AT&T Park. Mr. Boland said those are being used for construction projects and some were sold.

Mr. Chow said, in terms of 49er service, he is concerned that since the private company needs to make money will they be requiring advanced reservations and putting money up front and people may start taking Caltrain.

Mr. Patton said the service plan was sent out on the 49er service and the provider has agreed to provide the same type of service.

MEMBERS COMMENTS

Chair Kingsford-Smith welcomed Mr. Feldstein back.

Mr. Feldstein thanked the staff for the kind e-mails and prayers. Mr. Milton is on the Transbay CAC. Supervisor Jerry Hill won the Democratic for Assembly. Better service needs to be provided to some of the local hospitals especially with the rise in the senior population.

Ken Feldstein left at 8:18 p.m.

Mr. Wilcox said that a passenger expressed lack of service on Route 295 on the weekends. Mr. Patton said we are not in a service expansion mode. The deficit is a very serious thing.

LIASON REPORTS

a. SamTrans Board – Wayne Kingsford-Smith

Chair Kingsford-Smith reported the following from the May SamTrans Board meeting:

- A shuttle service presentation was given by Mr. Patton.
- The Board passed a motion in support of designating part of Highway 1 Congressman Tom Lantos Tunnel.
- The Board held a public hearing and gave staff authorization to file a Federal Transit Administration Section 5310 grant application for the purchase of two Redi-Wheels buses at a cost of \$106,000.
- Staff presented the preliminary FY09 operating and capital budgets.
- Year-to-date fuel costs have gone from a low of \$2.16 a gallon to a high \$3.69 a gallon.
- The governor is diverting transit funds away from transportation.

b. ADA Technical Advisory Committee – None – Tom Collette would like to know when the committee meets.

c. Caltrain Accessibility Advisory Committee – None - Peter Loranger would like to know when the committee meets.

d. Peninsula Corridor Joint Powers Board – David Wilcox - None

e. Peninsula Corridor Joint Powers Board Citizens Advisory Committee – Andy Chow

- CAC received a presentation on February Caltrain passenger counts and the entire report is on the Web.

f. Senior Mobility Action Plan – Ken Feldstein – None

NEXT MEETING:

The next meeting will be held August 6, 2008, at 6:30 p.m., 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, California 94070.

ADJOURNED: 8:24 p.m.