



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

AGENDA

September 3, 2008 - Wednesday

6:30 PM

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Public Comments
4. Approval of Meeting Minutes for August 6, 2008
5. Presentation
 - a. Tentative Staff Proposal to Increase SamTrans Fares – Don Esse, Operations Financial Analyst
6. Report of the Chair
7. SamTrans Staff Update
 - a. Breakdown Summary on Increased Ridership
8. CAC Member Comments/Requests
9. Liaison Reports
 - a. SamTrans Board – Wayne Kingsford-Smith
 - b. SamTrans Accessibility 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, October 1, 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

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

**CITIZENS ADVISORY COMMITTEE
MINUTES OF MEETING – AUGUST 6, 2008**

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

COMMITTEE MEMBERS ABSENT: Maureen Hall, Kim Nobles

SAMTRANS STAFF PRESENT: P. Boland, M. Espinosa, R. Lake, T. McIntyre, C. Patton

Chair Wayne Kingsford-Smith called the meeting to order at 6:31 p.m.

PUBLIC COMMENT:

None

APPROVAL OF THE MINUTES:

David Milton said that there is an incomplete sentence on the rail consists on page 9.

The Committee (Milton/Ratto) approved the corrected minutes of June 4, 2008. Kristina Chu and Tom Ames abstained.

PRESENTATION – SAMTRANS STRATEGIC PLAN UPDATE

Chester Patton, Director of Bus Operations, introduced Marisa Espinosa, Manager, Planning and Research. She manages major planning studies for the District's commuter rail and bus service. She previously served as the Manager, Strategic Policy Initiatives for San Francisco Municipal Transportation Agency (SFMTA) and while there developed the agencies first five year strategic plan and improved coordination of performance monitoring, policy review and analysis. Ms. Espinosa has a diverse background in policy and planning from both the public and non-profit sectors.

Mr. Patton introduced Todd McIntyre, Manager, Special Projects, Planning and Development. Mr. McIntyre recently relocated to the Bay Area from Los Angeles. Prior to that he worked in a consulting firm in government affairs, public relations. He also worked for three different mayoral administrations in the Los Angeles.

Ms. Espinosa said she is going to give an overview of the District's Strategic Plan. This is the first strategic plan done in many years. The last strategic plan was done in 1985.

- The process was kicked-off with the Board in the spring. Prior to that the Board had adopted some of the key elements of the plan.
- Staff has identified key challenges and opportunities that the District will be facing in the near-term and in the future. The District is facing a structural deficit as fuel costs are escalating. In the past the District relied heavily on subsidy from the federal, state and

local government entities for support of the District's family of services. Within the state there is a budget crisis that affects the District as well. The governor has proposed to use transit funds that by law have been dedicated to transit to balance the structural deficit in the state budget. Traffic congestion, pollution and sustainability in the environmental footprint is a key issue.

Ken Feldstein arrived at 6:39 p.m.

- The last five years the District focused on the rail improvements and quality bus improvements. For the next five years staff is looking at the Board's vision to become a real mobility manager and rail improvements with electrification.
- The key components of the strategic plan are the vision, the guiding principles, which have been adopted by the Board, initiatives and performance indicators.
- The vision, as adopted by the Board, is "San Mateo County Transit District is a leader in providing mobility alternatives that are relevant and desirable."
- The key guiding principles are customers, financial integrity, multimodal services, transportation and land use, partnerships, sustainability, employees and awareness.
- Ms. Espinosa will bring back to the CAC the different milestones that are created during the process of planning for the strategic plan. Staff will be seeking input from the public.
- The strategic plan was kicked-off in the spring to define the plan framework and process. The goals and initiatives are now being developed with staff from the District. The draft and final plan will be in the late fall.

Chair Kingsford-Smith asked if the CAC will get to see the final plan. Ms. Espinosa said they will see the draft plan before it is finalized.

David Wilcox arrived at 6:45 p.m.

Ken Feldstein asked if staff has been out speaking and surveying the riders from different modes and also speaking to potential riders because of the new economic situation with gas prices.

Ms. Espinosa said staff plans to get input from the public, but has good data from past efforts that have been done. An extensive rider survey may come out of this effort to see the needs of the riders and efforts to improve service. Ms. Espinosa said there are key focus groups that staff is looking at for areas of emphasis. She said the larger question is what is the role of the District in planning for different land use. The lead, in terms of the land use decisions, are the cities, but the District is looking at being proactive for future developments.

Tom Ames said in regard to the five-year rail improvement plan, is staff considering a bullet train from San Francisco and Los Angeles.

Ms. Espinosa said what was presented was the District's strategic plan and the District is the umbrella for the three family services, Transportation Authority (TA), SamTrans and Caltrain. Staff's emphasis in the District plan is on the SamTrans side, but does take into account the rail aspects. Caltrain completed a strategic plan in 2004. Ms. Espinosa said with High Speed Rail (HSR) some of the transportation improvements on the horizon need to be acknowledged so it can be incorporated into the final report and plan.

Pam Hitchcock asked if Ms. Espinosa could elaborate more on what is being included in the initiatives and performance indicators. Ms. Espinosa said that in terms of initiatives it includes key projects that the District wants to prioritize to improve its services. In terms of performance indicators looking at metrics to measure how well service is being delivered. A key industry best practice is to look at on-time performance.

Ms. Hitchcock asked if there was any idea on what initiatives SamTrans is going to look at in this program or is not to the point of naming them. Ms. Espinosa said staff is still in the process of formatting them.

Ms. Hitchcock asked what kinds of things are on the table already? Ms. Espinosa said in terms of what is currently being done, SamTrans sponsors the Grand Boulevard initiative, which looks at how to integrate transportation, land use and planning along the El Camino Real. This is one that will likely be on the table because it is a current and ongoing initiative. There may be new ones, but can't speculate what may come out of the discussions.

Mr. Milton said given the financial challenges that SamTrans faces, there has been talk of a fare increase down the road, are there any alternatives to avoid a fare increase.

Ms. Espinosa said staff is taking the opportunity to look at the impact on customers and focus on customers. Staff wants to look at other ways to improve service or cut expenditures especially when looking at the financial aspects of the service.

Mr. Milton asked if the pros and cons of the fare issue will be discussed in the strategic plan. Ms. Espinosa said it is hard to say as staff is in the early stages of developing the initiatives and a policy issue that may have to be proposed to the Board.

Mr. Patton said that a fare increase is most likely imminent. Mr. Boland said that in terms of the strategic plan, fare increases are not usually included unless they are part of a schedule.

Mr. Patton said that next month staff will be coming to the CAC with more specific information before asking the Board for direction. Mr. Patton said that gas prices have gone up 47 percent in the past couple of years and SamTrans uses three million gallons of fuel a year so this has had a serious impact on the operations.

Mr. Milton asked from a policy viewpoint, if fares will be increased every two years is there a pro and con messaging process.

Mr. Patton said he will follow-up and come back with an answer.

David Wilcox said that SamTrans has done an outstanding job with the El Camino Real corridor, but SamTrans sucks getting people to the corridor. Mr. Wilcox is late because of the Route 295 schedule.

Ms. Espinosa said that he has hit on the running theme for discussion and that is the role of the bus service and the role of the feeder service. There is a general acknowledgement that there are things that can be improved.

Mr. Wilcox said that there are four members in his family that will not use SamTrans and will not allow their children to stand on a corner for two hours waiting for Route 295. Mr. Patton said he will look at the performance indicators for the Route 295 and report back at the next meeting.

Peter Ratto said he rides Route 295 and the issue isn't the performance, but the frequency. Mr. Patton said this is not a planning issue, but a financial/structural issue. This committee can help with their support and advice to the Board for new funding/revenue strings when the public is asked to pay.

Mr. Milton said sustainability was mentioned under guiding principles and was wondering if it wouldn't be a good idea to think of the environment and consider the possibility of hydrogen or natural gas fuel down the road.

Chair Kingsford-Smith asked when the draft would be ready. Ms. Espinosa said the draft should be ready in late September.

Chair Kingsford-Smith thanked Ms. Espinosa for the detailed presentation.

PRESENTATION – TRANSPORTATION AUTHORITY STRATEGIC PLAN UPDATE

Todd McIntyre, Manager, Special Projects, said he will be discussing the Strategic Plan in response to the passing of the 2004 renewal of Measure A ½ cent sales tax.

- The purpose of these outreaches is taking a two phase outreach and the CAC is part of phase one which is targeted groups that interface with the agency. In 1988 the original Measure A established the San Mateo County Transportation Authority (TA) as the agency to administer the ½ cent sales tax money. The 1988 Measure, as the original measure, and the 2004 as the new measure. The strategic plan is basically an overarching policy guide to look at criteria that should be used to evaluate projects for funding; performance measures that need to be looked at once a project is funded; and the types of projects for each of the categories. There will be meetings in Daly City, Pacifica, Burlingame and Redwood City. An important thing to note about Measure A and the TA is that it has provided a dependable, local source of funds to leverage state and federal funds to improve the transportation system in San Mateo County.
- There are seven Board members who represent different parts of the Peninsula and the Board of Supervisors.
- The new Measure A will start collecting sales tax on January 1, 2009. The voter approval for the new Measure A was 75 percent which means people recognize the importance of these funds to help improve the transportation system, reduce congestion and improve mobility.
- The original Measure A accomplished the Baby Bullet express service; safety and connectivity projects, like the Millbrae Avenue grade separation and the Caltrain shuttle program. In terms of roadway, Measure A has improved traffic flow with better interchanges like Oyster Point; Highway 101 Auxiliary Lane; and the Devil's Slide Bridge Project which helped to improve Coastside safety.
- The Strategic Plan is an expenditure plan requirement and to provide high level policy direction and ultimately help determine what types of projects should be listed as funded projects at the end of the evaluation process.

- The new Measure A includes 30 percent for transit; 27.5 percent for highway; 22.5 percent for local streets and transportation; 15 percent to grade separation; 3 percent to pedestrian/bike; and 1 percent to alternative congestion management.

John Baker asked about the 15 percent for grade separation and what is the next project.

Mr. McIntyre said the next grade separation is part of a programming process in capital projects that is outside of this process. However, in 2004 a list was created of candidate projects with the local cities and the public. Those candidate projects would have to go through a local planning process to determine their actual feasibility before they could get funded through Measure A. On the issue of High Speed Rail (HSR) there is a capital program that includes the electrification project, which will be compatible with what HSR would require. Mr. McIntyre said that grade separations are seen as a safety improvement. Measure A allocates a certain amount of money of what the potential projects/ candidate projects may cost. What is allocated through Measure A is no where near what is required and would require matching funds to make these projects happen.

Mr. Feldstein asked if there is a comparison of the last allocation. He is concerned as a taxpayer that if HSR is approved, that money is being wasted on grade separations since the overcrossings in San Carlos and Belmont will have to be torn down for the construction of the four tracks for HSR.

Mr. McIntyre said that the TA is required legally to create a strategic plan for the expenditure of Measure A funds by the end of this year. In 2004, through a public outreach process and discussions with local jurisdictions, it was determined that there was a list of candidate projects. These projects have not been approved and not going onto construction. These projects would have to be further evaluated and a more extensive planning process to see if they were going to be built or not.

Mr. Boland said the capital budget is very large for Caltrain. There are a lot of projects that are necessary. Some are elective, like grade crossings, but others like the San Mateo bridges that are over 100 years old need to be upgraded. A few years ago, General Manager/CEO Michael Scanlon said that a state of good repair needs to be done. Mr. Boland said that discussion is electrification in 2015, but no idea when HSR would start.

Mr. McIntyre said he has no comparison numbers for Mr. Feldstein, but has similar pie charts and will provide last update which is the 2007 Progress Report.

Mr. Baker asked if the percentages are mandated. Mr. McIntyre said this was in the voter approved measure. The strategic plan will be updated a minimum of every five years.

Tom Collette asked what is meant by local transportation. Mr. McIntyre said this money is used for street paving and that money is allocated off the top to each city and the county on a percentage basis based on road miles and population.

- The main three sub-categories in transit are Caltrain, local shuttles and accessible services. The purpose of Caltrain is to upgrade and expand services. Example projects are repairs, reliability and safety, electrification, new vehicles, access and parking and customer service which includes visual message and public address systems.

Mr. McIntyre asked the CAC for other types of projects that should be considered under Caltrain improvements.

Mr. Feldstein said there is some difficulty with the fare collections and there needs to be more machines at the stations. Secondly, looking at more push-pull cars, which would allow more trains in the system with shorter headways.

Mr. McIntyre said the rolling stock and ticket machines are perfect examples of a type of project that would qualify for funding.

Mr. Baker asked if the Dumbarton Bridge and Salinas trip projects being proposed use TA money or is the TA money limited to projects within San Mateo County.

Mr. McIntyre said there is a portion of the money that is allocated to the Dumbarton Corridor for improvements, however, the original intent was for improvements within San Mateo County.

- The purpose of local shuttles is to meet the local mobility needs and provide access to regional transit. Example projects are the Bayshore/Brisbane and East Palo Alto community shuttles and the employer, BART and Caltrain commuter shuttles. Mr. McIntyre asked if there are other things that should be looked at in regards to shuttles.

Ms. Hitchcock said possibly a Super Shuttle model which is on demand and a customer could arrange for routes and not set routes.

Mr. Wilcox said he has no idea how shuttles work or what shuttles are available. Mr. McIntyre said that better public education programs are needed.

Mr. Baker said he rides an employer shuttle two days a week and in the morning the shuttle is empty going from the employer to Caltrain and reverse in the morning.

Mr. McIntyre said that this may fit into the performance indicators.

Mr. Patton said this is called reverse commuting, and oriented to the train station. These opportunities are not published in the scheduled, but nevertheless it is the policy to allow people to take the shuttle in the other direction, if the driver is going there anyway. So if anyone is ever refused a trip, please contact him.

Peter Loranger said that at the Foster City Transportation Committee meeting last month there was a citizen at-large who complained that on several occasions they tried to get the shuttle back from the station and were refused entry onto the shuttle. People have had to lobby the individual drivers who said their supervisors said they were not to pick people up.

Mr. Patton said this issue has been corrected.

Ms. Hitchcock suggested having small vehicles and look at how to put people together who need to travel from the same area to a destination within a certain distance. This would be good for the senior population who can't walk a block or two to a bus stop.

Mr. McIntyre said this type of idea would fall under the Alternative Congestion Management for the funding pot.

Mr. Loranger suggested communities dedicate parcels of land for Park and Ride facilities for express shuttles.

Mr. McIntyre said Park and Ride facilities could fit into one of the pots of funding with the coordination of the cities with transportation and land use connections.

- The purpose of the Accessible Services program is to meet special mobility needs. A few projects are RediCoast, mobility ambassadors for seniors, toll-free number for travel assistance and vehicle sharing program.
- The criteria for projects when applications are received include need, policy consistency, readiness, effectiveness and other.
- Once the funding is allocated and the projects are implemented some of the performance measures are scope, budget, schedule, project-specific, matching funds, operating cost, revenue and ridership.

Mr. Feldstein asked about the growing senior population and the need for more vehicles for Redi-Wheels and RediCoast. Has staff looked at how these vehicles will be purchased and staffed?

Mr. McIntyre said the Plan isn't to determine how this will be handled, but to provide a policy direction on the funding stream that can potentially fund these projects.

Mr. Feldstein asked if staff has started discussing the framework for this policy. Mr. McIntyre said there are ongoing discussions looking at service providers and connectivity in the system as a whole network.

Mr. Collette would like to see cooperation between private and public sectors. There are many senior complexes that have vehicles and possibly could work together.

Mr. McIntyre said that this type of project would be to fund coordinated projects between difference agencies, both private and public.

Mr. Loranger asked when the community meetings are planned and how will they be publicized.

Mr. McIntyre said staff is finalizing the dates and should have the information in the next couple of days. The Public Information Officer will be distributing the announcements in newspapers, on-line and ads in the local papers.

Mr. Loranger asked if there will be presentations to senior groups or other organizations.

Mr. McIntyre said staff is meeting with the Paratransit Coordinating Council for San Mateo County as well as the Accessibility Advisory Committees for both SamTrans and Caltrain.

Mr. Wilcox suggested that staff contact AARP. He said there is a location in San Bruno and possibly Redwood City.

Chair Kingsford-Smith thanked Mr. McIntyre for his detailed presentation.

REPORT OF THE CHAIR

Chair Kingsford-Smith said he had no report this month.

SAMTRANS STAFF UPDATE

Mr. Boland reported the following:

- There are a couple of models with community transportation that have on-demand function, volunteer function, and hail-a-ride, making it more likely that there will not be one solution. The San Carlos Scoot model ran school and commuter train service and as the demand backed-off during the day it became an on-call or on-demand service with a couple of downtown routes. This service won a few awards but was expensive.

Andy Chow said that Redwood City recently started the mid-day shuttle on demand on the east side of the city. A passenger can call ahead and arrange a ride. This service is also available in the Brisbane area.

- SamTrans ridership is up 1.7 percent from June 2007 to June 2008, but haven't drilled down to find out where people are riding. Caltrain ridership is up 9 percent for the same period.

Mr. Feldstein asked if staff will be drilling down to see where people are riding. Mr. Boland said he will bring this information to the September meeting.

- 49er service has been discontinued and now run by Silverado Bus Lines based in San Luis Obispo. The fee is about \$5 more than SamTrans current service for a roundtrip.
- The annual bus rodeo is August 24 at North Base starting at 9 a.m.
- This month staff is doing a youth promotion. This year there has been a 30 percent increase in token usage by youths.
- Staff will be at the San Mateo County Fair on Monday for kids day.
- Summer Pass Youth pass numbers will be available next month.
- Twenty-five new shelters have been installed and the next 25 will be installed within the next six weeks.
- If a shuttle is funded with public funds it is open to the public, but often times if it is an employer shuttle, i.e. Oracle, staff is not pushing it to anyone, but Oracle employees because there are a lot of riders on the shuttle already. At the next service meeting there will be a discussion on how to inform the public about the shuttle network.
- Next month staff will bring a proposal to the CAC for a fare increase on SamTrans. Details are still being worked out. Staff will be asking the Board at the September meeting to call for a public hearing in October to discuss a fare increase effective February 2009.

Mr. Ames said he read in the paper that some of the shelters have glass and others don't.

Mr. Boland said that all the shelters are being installed without windshields except those areas where staff feels they are required or there is public request for them.

Chair Kingsford-Smith asked if Sequoia Station will be part of the next 25 shelters that are installed. Mr. Boland said Sequoia Station is part of the predictive arrival project and once that is on-line then they will be installed there.

Mr. Baker asked if the predictive arrival will be the same as Millbrae or like Muni. Mr. Boland said there are two programs, one on the Caltrain side and that involves seven stations and the SamTrans side includes Daly City and Colma BART stations and Sequoia Station. Bids have been received and staff is evaluating.

Ms. Hitchcock said she is very pleased the ads in the shelters are featuring community messages.

Mr. Collete asked if non-profits are able to put items in the shelters. Mr. Boland said the contract says no non-profits.

Update on Sign Project

Mr. Boland gave an update on the sign project.

Ms. Hitchcock said the onboard announcements are very confusing for buses around the Sequoia Station.

Mr. Chow said that the problem is if a passenger is traveling southbound the only bus that they can connect with at Jefferson is the Route 295 or 271. The other bus that people transfer to is Route 296, but the problem is that Route 296 doesn't stop anywhere on the El Camino Real in the Jefferson area. Once it leaves the train station it doesn't make any stops until the other side of the tracks.

Chair Kingsford-Smith asked Mr. Boland about the wayfinding sign for Route 390 that was discussed at the June meeting. Mr. Boland will follow-up on this request and he thinks this was in regards to wayfinding signs from Sequoia Station.

Mr. Patton said that some enhanced signage may be needed for this situation.

Mr. Feldstein said the signage at Hillsdale is terrible. Route 251 coming out of Foster City should have an announcement that passengers can connect to the Route KX to San Francisco at Curtis. Mr. Boland said that Hillsdale has always been an issue.

Mr. Boland said that staff is looking at installing a guide-a-ride at Colma BART with a map showing the different routes.

Mr. Chow said that at the East Bay BART stations served by AC Transit there is a map showing the area with bus stop location. Mr. Chow does a map for the downtown area for San Jose State and he will forward a copy to Mr. Boland.

Mr. Feldstein asked if there was a master plan to renovate the Daly City BART station. Mr. Boland said the bus area was redone a few years ago.

Ms. Hitchcock complimented Mr. Boland with a great follow-up presentation.

Mr. Patton reported the following:

- The performance report for June was distributed. Ridership was up 4 percent and on-time performance is over 90 percent.

Chair Kingsford-Smith asked what SamTrans on-time performance goal was? Mr. Patton said the goal is 85 percent.

Mr. Feldstein asked why the District doesn't look at hedging and buying futures. Mr. Patton said he will follow-up and report back next month.

MEMBERS COMMENTS

Mr. Chow asked how much SamTrans cooperated with Silverado Bus Lines with the 49er service in regards to planning and since there is a cost savings for not having to subsidize this service what is the preliminary budget impact.

Mr. Patton said the savings are minimal. This was a service paid largely by the customers at a much higher farebox return than the regular route service. In regards to cooperation it has been a real challenge. There have been dueling regulators. The federal regulators said SamTrans can't do the service and the local regulators saying they can't do it. Staff did everything in their power to transition the service in a very professional and responsible way. SamTrans provided Silverado with all of the operational information.

Mr. Ratto asked if Silverado decides not to operate the service after the first year and no other service provider steps-up to take it over, would the District go back to running the service. Mr. Patton said, yes, quite possibly.

Mr. Loranger noticed the last few times he was over at Kaiser in Redwood City that they have a new policy of no smoking on the premises. The employees are now taking their smoke breaks on the bus bench and shelter and even having their lunch. Mr. Loranger spoke with the public relations person at Kaiser about plans for a location for employees to go smoke and they have none.

Mr. Patton said the ordinance applies to shelters. He will share this information with the transit police.

Mr. Milton was on the Route 390 and asked if there is there a policy on skateboards and whether they are allowed on buses. Three people got on with skateboards and blocked most of the rear seats.

Mr. Patton said skateboards are allowed and discourage usage of riding down the aisle. There is a standard operating procedure on this. The focus is items of size. The concept being it must be held in your lap, it doesn't obstruct the aisle ways, not dirty, doesn't take up room, but must be stowed properly. The operator should have corrected this problem, if he was made aware of it.

Mr. Baker said he took Route 121 for the first time and wanted to compliment the operator for keeping on schedule. Former South San Francisco Councilmember Joe Fernekes passed away

this morning. He was a good supporter of transportation and was a Transportation Authority Board member. Mr. Baker would like to adjourn the meeting in Mr. Fernekes honor.

Mr. Feldstein asked if there are still limitations on Route KX passengers' suitcases to and from San Francisco and the airport and if so it seems very archaic because people can take all the luggage they want on BART. Also, Route 292 has no limitations.

Mr. Patton said this is an annoyance to everyone, but general counsel researched this issue and the shuttle provider who lodged the original complaint is still in service and their strong recommendation to staff is to not remove the restriction.

Mr. Feldstein said he is the chair of the Foster City Transportation Committee and working with Corinne Goodrich on joint plans to improve the high density corridor. Foster City now has their second-45 seat shuttle bus on the red line going into service which will alleviate some burden.

Mr. Baker asked if the Año Nuevo service would be affected like the 49er service. Mr. Patton said yes, it is the same situation. There is some interesting criteria. If the service is run at the regular base fare and not a premium fare the government doesn't consider it a charter.

Mr. Collette said Wednesday is non-profit day at the San Mateo County. Mr. Boland said that staff will be at the fair on Monday with the art bus.

Mr. Wilcox asked why information about 2030 meetings held in May are still on the buses. Mr. Patton will have staff remove.

LIASON REPORTS

a. SamTrans Board – Wayne Kingsford-Smith

Chair Kingsford-Smith reported that there was no meeting in July, but at the June SamTrans Board meeting:

- Passed FY09 Operating Budget of \$130 million.

b. ADA Technical Advisory Committee – Tom Collette

July meeting was cancelled and the next meeting is August 14, but will be away. The name has been changed to the SamTrans Accessibility Advisory Committee.

c. Caltrain Accessibility Advisory Committee – Peter Loranger

This meeting has been combined with the accessibility meeting and it is next Thursday.

d. Peninsula Corridor Joint Powers Board – David Wilcox

- The July meeting was cancelled.
- At the June meeting there was discussion on budget concerns. Item of interest was that \$42 million comes through fares. Mr. Boland said this is correct that rail has a higher farebox return.
- Voted to spend money on switching system expressway.
- Complaint on drunk passenger on one of the Giants game. There was a presentation from the various police organizations and trying to identify these people before they get on the train. Mr. Boland said the District uses the San Mateo County Sheriff's department under contract to patrol both SamTrans and Caltrain. For the Giants games enforcement has been stepped up and San Francisco police have been helping.
- Had a closed session on real estate matters.

Mr. Baker asked if there was a recent ordinance about drinking on trains after events.
Mr. Boland said it was any train after 9 p.m.

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

- No report.

f. Senior Mobility Action Plan – Ken Feldstein

- The group is close to getting another grant for senior ambassadors and coordinate with service in Millbrae. Received a wonderful report about Contra Costa county transportation. They have a few non-profits to provide ADA services to augment County Connection services and costs little to do.

Chair Kingsford-Smith asked what SamTrans fare recovery is. Mr. Boland said it is 18 percent. VTA is normally under 10 percent and Muni is higher.

Mr. Ames asked if it is fair to say that an increase in ridership doesn't mean an increase in fare recovery. Mr. Boland said yes.

NEXT MEETING:

The next meeting will be held September 3, 2008, at 6:30 p.m., 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, California 94070.

ADJOURNED: The meeting was adjourned at 8:42 p.m. in memory of Joe Fernekes.