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MARK NAGALES, VICE CHAIR
NOELIA CORZO
ANDERS FUNG
RICO E. MEDINA
RAY MUELLER
CARLOS ROMERO

APRIL CHAN
EXECUTIVE DIRECTOR

AGENDA

San Mateo County Transportation Authority

Community Advisory Committee (CAC) Meeting

September 1, 2026, 4:30 pm

Public Hearing Room, 5th Floor
166 North Rollins Road
Millbrae, CA 94030

Members of the public may attend in person at the noticed location(s) or participate remotely via Zoom at <https://us02web.zoom.us/j/84208730806?pwd=4aelHr5XyJuKPgcwifo7UbhIny9cTM.1> or by entering Webinar ID: **842 0873 0806**, Passcode: **750979** in the Zoom app for audio/visual capability or by calling **1-669-900-9128** (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.smcta.com/video-board-directors>.

Public Comments: Written public comments may be emailed to publiccomment@smcta.com or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any CAC correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly CAC correspondence reading file, posted online at: <https://www.smcta.com/whats-happening/board-directors-calendar>.

Oral public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial *6 to unmute themselves when recognized to speak.

SMCTA Community Advisory Committee Members: Barbara Arietta (Chair), Mike Swire (Vice Chair), Giuliano Carlini, Nheeda Enriquez, John Fox, Richard Garbarino, Rich Hedges, Christopher Kao, Karen Kuklin, Sandra Lang, Gus Mattammal

Staff Liaison:

Peter Skinner, Executive Officer, Transportation Authority

CAC Secretary:

Lauryn Ko

Each public comment is limited to three minutes or less. The CAC Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Tuesday, September 1, 2026

4:30 pm

-
1. Call to Order / Pledge of Allegiance
 2. Roll Call
 3. Request to Change Order of Business
 4. Public Comment for Items Not on the Agenda
Public comment by each individual speaker shall be limited to three (3) minutes.
 5. Consent Calendar
 - 5.a. Approval of Minutes of the CAC Meeting of August 4, 2026 Motion

SMCTA Board of Directors Meeting Agenda for September 3, 2026

- 5.b. **SMCTA Board Item – 5.b. Accept Capital Projects Quarterly Status Report for Fiscal Year 2026 Quarter 4** Motion
Board Action: Motion
- 5.c. **SMCTA Board Item – 5.c. Accept Preliminary Year-End Financial Report for the Fiscal Year Ending June 30, 2026** Motion
Board Action: Motion
- 5.d. **SMCTA Board Item – 5.d. Approving and Ratifying the Fiscal Year 2027 Insurance Program** Motion
Board Action: Resolution
- 5.e. **SMCTA Board Item – 5.e. Programming and Allocating \$4,100,000 in New Measure A Interest Income Funds and Awarding \$8,100,000 Under the 101 Corridor Connect Kickstart Mini-Grant Program for 11 Projects** Motion
Board Action: Resolution

- | | | |
|-----|--|---------------|
| 6. | <i>SMCTA Board Item – 10.a. Peninsula Shuttle Program Optimization and Funding Strategy Update</i>
Board Action: Informational | Informational |
| 7. | <i>SMCTA Board Item – 10.b. Programming and Allocating \$3,000,000 in Highway Program Funds for the Design Phase of the State Route (SR) 84/United States (U.S.) 101 Interchange Reimagined Project</i>
Board Action: Resolution | Motion |
| 8. | <i>SMCTA Board Item – 11.a. Update on United States (U.S.) 101 Express Lanes Variable Rate Bonds and Express Lanes Performance</i>
Board Action: Informational | Informational |
| 9. | <i>SMCTA Board Item – 12.a. Legislative Update</i>
Board Action: Informational | Informational |
| 10. | Report of the Chair | Informational |
| | 10.a. Committee Member Presentation: Mode Shift as a Strategy to Meet Measure A Goals and Measure W Core Principals
(Presenter: Guiliano Carlini, CAC Member; Kari Edison Watkins, Professor of Civil and Environmental Engineering, University of California (UC) Davis; and Susie Pike Cayar, Director, UC Davis Transit Research Center) | Informational |
| 11. | Report from Staff | Informational |
| 12. | Member Comments / Requests
<i>Committee members may make brief statements regarding CAC-related areas of concern, ideas for improvement, or other items that will benefit or impact the SMCTA or the CAC.</i> | |
| 13. | Date/Time of Next Regular Meeting: Tuesday, September 29, 2026, at 4:30 pm
<i>The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Public Hearing Room, 5th Floor, 166 North Rollins Road, Millbrae, CA. Please see the meeting agenda for more information.</i> | |
| 14. | Adjourn | |

Information for the Public

All items appearing on the Transportation Authority (SMCTA) Board of Directors agenda are subject to action by the SMCTA Board. Staff recommendations are subject to change by the SMCTA Board.

If you have questions on the agenda, please contact the Authority Secretary at 650-551-6108. Assisted listening devices are available upon request. Agendas are posted on the SMCTA website at <https://www.smcta.com/whats-happening/board-directors-calendar>. Communications to the CAC can be emailed to cacsecretary@smcta.com.

Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电1.800.660.4287

Date and Time of Board of Directors and Community Advisory Committee Meetings

The Transportation Authority (SMCTA) Board of Directors meets regularly on the first Thursday of the month at 5:00 p.m. The SMCTA Community Advisory Committee (CAC) meets regularly on the Tuesday prior to the SMCTA Board meeting at 4:30 pm. Date, time and location of meetings may be changed as necessary. Meeting schedules for the Board and CAC are available on the SMCTA website.

Location of Meeting

Members of the public may attend in person or participate remotely via Zoom as per the information provided at the top of the agenda. Should Zoom not be operational, please check online at <https://www.smcta.com/whats-happening/board-directors-calendar> for any updates or further instruction.

Public Comment

Members of the public may participate remotely or in person. Public comments may be submitted by comment card in person and given to the Authority Secretary. Written public comments may be emailed to publiccomment@smcta.com or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any CAC correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly CAC correspondence reading file, posted online at: <https://www.smcta.com/whats-happening/board-directors-calendar>.

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Accessible Public Meetings/Translation

Upon request, the CAC will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 166 North Rollins Road, Millbrae, CA 94030; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

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 166 North Rollins Road, Millbrae, CA 94030, at the same time that the public records are distributed or made available to the legislative body.

**San Mateo County Transportation Authority
Community Advisory Committee (CAC)
Regular Meeting**

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of August 4, 2026

Members Present: Giuliano Carlini, Nheeda Enriquez, John Fox, Christopher Kao, Karen Kuklin, Sandra Lang, Mike Swire (Vice Chair), Barbara Arietta (Chair)

Members Attended via Teleconference: R. Hedges

Members Absent: R. Gabarino, G. Mattammal

Staff Present: S. Atkinson, R. Galindo, P. Gilster, L. Ko, P. Skinner

1. Call to Order / Pledge of Allegiance

Chair Barbara Arietta called the meeting to order at 4:34 pm and Member Swire led the Pledge of Allegiance.

2. Roll Call

Lauryn Ko, CAC Secretary, called the roll and confirmed a Committee quorum was present.

3. Public Comment for Items Not on the Agenda - There were none.

4. Consent Calendar

4.a. Approval of Minutes of the CAC Meeting of June 2, 2026

SMCTA Board of Directors Meeting Agenda for August 6, 2026

4.b. SMCTA Board Item – 5.b. Accept Quarterly Reports for On-Call Contracts for Fiscal Year 2026 Quarter 4

Motion/Second: Lang/Kuklin

Ayes: Carlini, Enriquez, Fox, Hedges, Kao, Kuklin, Lang, Swire, Arietta

Noes: None

Absent: Garbarino, Mattammal

5. SMCTA Board Item – 11.a. Peninsula Shuttle Program Optimization and Funding Strategy Update

Sue-Ellen Atkinson, Manager, Planning and Fund Management, provided the presentation that included the current program structure, program challenges, project updates, stakeholder workshop feedback, funding availability and local matching, program needs analysis findings, and evaluation criteria.

Staff provided further clarification in response to the Committee comments and questions, which included employer funding, service considerations, historical ridership, funding coverage, evaluation criteria breakdown, increasing costs, local mobility to key destinations, shuttle and bus differences, age demographics, and community college shuttle service.

6. SMCTA Board Item – 11.b. 101 Corridor Connect Mini-Grant Program Update

Ms. Atkinson provided the presentation that included priority projects, available funding, applications, project timeline, submitted project proposals, and draft funding recommendations.

Staff provided further clarification in response to the Committee comments and questions, which included the following:

- San Carlos and Belmont Old County Road individual project applications; \$500,000 allocation for each project
- Early design stages to determine necessary features; improvement of multimodal corridor safety
- Bike lanes; Grand Boulevard Initiative; necessary infrastructure updates, with existing conditions

The meeting recessed at 5:44 pm.

The meeting returned to open session at 5:51 pm.

7. SMCTA Board Item – 12.a. Accept Quarterly Investment Report

Ray Gallindo, Interim Manager, Treasury, provided the presentation that included managed and liquid portfolio quarterly balances; liquid portfolio pool composition; Fiscal Year 2026 (FY26) interest earnings for portfolio and liquid budget and actuals; FY26 investment source, portfolio investment allocations, and compliancy with Board-approved policy.

Staff provided further clarification in response to the Committee comments and questions, which included the following:

- County pool liquid portfolio composition, with different agencies under same regulations
- FY26 portfolio closeout allocations; programed and allocated funds for reimbursement, with two-thirds allocated; four-year reimbursement lag
- Interest usage; early bonding at other transit agencies; staff and project fund allocation

Member Hedges left at 6:04 pm.

- Fund management and investment oversight

Motion/Second: Lang/Swire

Ayes: Carlini, Enriquez, Fox, Kao, Kuklin, Lang, Swire, Arietta

Noes: None

Absent: Hedges, Garbarino, Mattammal

8. SMCTA Board Item – 13.a. Legislative Update

Mr. Skinner presented the staff report that included the following:

Federal

- Transition to quarterly reports due to staffing constraints; Mr. Skinner to report out highlights
- Congress August recess
- Surface Transportation Assistance Act September 30 expiration; possible continuing resolution

State

- Senate Bill 63 (Connect Bay Area) November ballot qualification; unaffected by Proposition 43

Staff provided further clarification in response to the Committee comments and questions on safe street projects and project elimination in San Mateo County.

9. Report of the Chair

Chair Arietta presented the chair report that included Caltrain \$1 youth fares and Fédération Internationale de Football Association (FIFA) ridership, Connect Bay Area Measure status, and revenue initiatives to prevent service cuts.

10. Report from Staff

Mr. Skinner noted the Executive Director's report was in the agenda packet and presented the report that included the following:

- SMCTA website refresh and solicited Committee and Board of Directors' feedback
- Corridor Connect Mini Grants outreach in Foster City and San Mateo

Staff provided further clarification in response to the Committee comments and questions on the Hillsdale Boulevard Interchange Improvements Project.

Member Fox left at 6:25pm.

11. Member Comments/Requests

The Committee Members provided comments that included the following:

- Report of the SMCTA CAC Chair
- Board Item 10
- Cyclist and pedestrian incidences
- Connect Bay Area
- Liaison reports at the SMCTA Board meeting; mailing list and reminders
- Infrastructure bike ride in East Palo Alto and multi-agency collaboration
- Senate Bill 79 notable projects
- SamTrans 50th Anniversary celebration
- New York City Transit Museum importance

12. Date/Time of Next Regular Meeting: Tuesday, September 1, 2026, at 4:30pm via Zoom and in person at the San Mateo County Transit District, Public Hearing Room, 5th Floor, Millbrae, CA 94030.

13. Adjourn - The meeting adjourned at 6:39 pm.



Date: August 27, 2026
To: Community Advisory Committee
From: Barbara Arietta
Subject: Report of the Chair

Update: Senate Bill (SB) 63 (Who Supports It And Why - As of Mid-August 2026)

San Mateo County and its cities officially stand as participants in the 14 - year, half-cent regional sales tax measure, enabled by SB 63 (Connect Bay Area Act), which has qualified for the November 3, 2026 ballot.

Local transit bodies like the San Mateo County Transit District (SamTrans) and the City/County Association of Governments of San Mateo County (C/CAG) backed opting-in to stabilize regional networking and secure flexible return-to-source funding for local transit improvements.

Stance of the County and Cities Re: SB 63

- SamTrans and the San Mateo County Transportation Authority (SMCTA): Voted to officially opt into the multi-county district framework.
- C/CAG: Recommended opt-in participation representing the consensus of municipal leadership across the County's incorporated cities.
- Voter Placement: Following signature certifications, the district finalized placing the initiative on the upcoming November ballot.

Why They Support The Measure

- Peninsula Corridor Joint Powers Board (Caltrain) and Regional Deficit Relief: Provides crucial operational revenue to clear heavy budget deficits for vital regional links like Caltrain, Bay Area Rapid Transit (BART), and the San Francisco Municipal Municipal Railway (Muni).

- Return-to-Service Funding: Guarantees that a substantial portion of the money raised locally stays inside San Mateo County to fund visible local transit and rider improvements.
- Accountability Mandates: Incorporating stringent financial efficiency plans, cost-containment rules and third-party audits required under SB 63 provisions.

Conclusion

If the ballot measure is passed in November 2026, the regional transit funding measure would prevent deep service cuts to major transit services at BART, Caltrain, Muni and Alameda-Contra Costa County Transit District (AC Transit) and would provide funding for coordinated affordable service, including free transfers, standard low-income discounts, unified navigation and faster more reliable bus service.

Prepared By: Barbara Arietta SMCTA CAC Chair 8/23/2026

**San Mateo County Transportation Authority
Staff Report**

To: Community Advisory Committee

From: Peter Skinner, Chief Officer, Transportation Authority

Subject: **Committee Member Presentation: Mode Shift as a Strategy to Meet Measure A Goals and Measure W Core Principals**

Action

This item is being provided to the San Mateo County Transportation Authority (SMCTA) Community Advisory Committee (CAC) for information and discussion.

Significance

Committee Member Carlini has invited researchers from the University of California (UC) Davis to discuss their work relating to mass transit and active transportation. Speakers include Kari Edison Watkins, PE, PhD, Professor of Civil and Environmental Engineering, and Susie Pike Cayar, Ph.D., Director of the UC Davis Transit Research Center.

Materials prepared by Committee Member Giuliano Carlini and the invited speakers are attached to this staff report.

Budget Impact

There is no impact on the budget.

Background

The Board of Directors (Board) has provided the CAC with the opportunity to discuss items not on the Board's agenda no more than twice per year and for no more than one hour at each meeting. Any items presented to the CAC must be directly related to SMCTA business, and CAC members are solely responsible for preparing related agenda materials and presentations and/or inviting external speakers. Information and perspectives shared by CAC members and invited speakers do not necessarily represent the views, policies, or positions of SMCTA or the Board of Directors.

Prepared By: Peter Skinner Chief Officer, 650-622-7818
Transportation Authority

DATE: August 27, 2026

TO: San Mateo County Transportation Authority (SMCTA) Community Advisory Committee (CAC)

FROM: Giuliano Carlini, CAC Member

SUBJECT: Report to the CAC on Mode Shift – Analysis of Measure A Goals and Measure W Core Principles

The following are excerpts from SMCTA Legal Counsel FAQ related to funding, followed by my personal comparison of the effectiveness of mass and active transit vs motor vehicle transit in achieving the Goals of Measure A and the Core Principles of Measure W.

In my opinion, all Measure A and W requirements are met better by every standard and metric by mass and active transit. This my perspective and should not be interpreted as representing SCMTA.

Excerpts From SMCTA Legal Counsel's [FAQ](#).

What funds can be used to fix potholes?

Funding from other TA program categories cannot be used for stand-alone pavement rehabilitation or pothole repair projects. However, pavement rehabilitation can be included as a component of broader transportation improvement projects.

How do the Measure A Goals and Measure W Core Principles relate to the funding of projects?

Individual projects that are proposed for funding are not required to fully address each goal or core principle listed; rather, the mix of individual projects funded should work together to further each goal and core principle through the life of each applicable measure.

Can projects funded by the Measure A Highway Program include accessory/complementary bicycle and pedestrian infrastructure?

Yes. Many Highway projects include accessory/complementary bicycle and pedestrian infrastructure; examples include: US 101/Woodside (State Route 84) Interchange and Highway 1/ Manor Avenue Overcrossing

Can the Measure W Highway Program fund pedestrian and bicycle elements?

Yes. The Measure W Congestion Relief Plan explicitly states: "Eligible candidate projects can include bicycle and pedestrian components or facilities that are incorporated or enhance safety for a larger highway or interchange project."

Giuliano's Comparison of the Effectiveness of Mass and Active Transportation vs Motor Vehicles in Achieving the Goals of Measure A and the Core Principles of Measure W.

Please note the information below is my perspective and should not be interpreted as representing SCMTA.

Measure A Goals:

- Reduce congestion

The science, every recognized study, and the data all prove that adding motor vehicle capacity increases congestion; adding mass and active transit reduces it.

- Make regional connections

Mass transit is far better at making regional connections than motor vehicle transit: safer; higher people throughput; less GHG, VMT, climate change; less pollution; etc.

- Enhance safety

Vision Zero under our current preference for the disproportionate funding towards motor vehicles has been an abject failure. Motor vehicles kill 1000+ cyclists each year. 7500 pedestrians. 40,000 overall. And injure 2.5 million.

- Meet local mobility needs

Local mobility is best met by a robust network of sidewalks, and class 1 and 4 separated and protected bike lanes. Class 2 and 3 are just paint on the ground. Paint is not protection. The SMCTA should not fund them. Studies show that class 2 bike lanes result in more close passes, and "door zone" class 2 bike lanes can be more dangerous than no bike lane. 12% to 27% of crashes occur in the door zone.

We need to create a county wide network of safe, continuous, connected class 1 and 4 bike lanes that take people from where they are to where they want to go: mass transit stations, schools, libraries, community centers, shops, restaurants, retail, city hall, recreation, kids activities, etc.

Measure W Core Principles :

- Relieve traffic congestion countywide;

Congestion is increased when we favor motor vehicles. It is reduced when we use mass and active transit.

- Short trip congestion, 1 mile and less is best relieved by active transit, both walking and cycling.
- Mid distance trip congestion, 1 to 3 miles is best relieved by cycling and buses.
- Long distance travel congestion, above 3 miles, is best relieved by mass transit - including buses, trains, and ferries - with active transit providing first and last mile access to these longer travel modes.

- Invest in a financially-sustainable public transportation system that increases ridership, embraces innovation, creates more transportation choices, improves travel experience, and provides quality, affordable transit options for youth, seniors, people with disabilities, and people with lower incomes;

All of these are best met by mass and active transit.

- Implement environmentally-friendly transportation solutions and projects that incorporate green stormwater infrastructure and plan for climate change;

Clearly, these are best met by mass and active transit.

- Promote economic vitality, economic development, and the creation of quality jobs;

Again, these are best provided by mass and active transit. For details, look at the economic analysis provided by StrongTowns.

- Maximize opportunities to leverage investment and services from public and private partners;
- Enhance safety and public health;

The science, studies, and data are all clear: mass and active transit are vastly safer to society than motor vehicle transit. Since the adoption of Vision Zero by many San Mateo communities, serious injuries and deaths, especially pedestrian and cyclist, have increased dramatically. Nationally, 1000+ cyclists are killed

each year by motor vehicles. 7500 pedestrians. 40,000 overall. 2.5 million injured.

- Invest in repair and maintenance of existing and future infrastructure;

Repair and maintenance of mass and active transport is cheaper in the short term, and lowers the need and costs of future investments.

- Facilitate the reduction of vehicle miles travelled, travel times and greenhouse gas emissions;

Mass and active transit are clearly better at reducing VMT and GHG. Scale matters.

The science and data are unequivocal: Once many trips shift from motor vehicles to mass and active transit, travel times go down for all. Favoring construction of motor vehicle capacity only increases congestion and travel times within a small period of time.

- Incorporate the inclusion and implementation of complete street policies and other strategies that encourage safe accommodation of all people using the roads, regardless of mode of travel;

By definition, only mass and active transit meet this Core Principal.

- Incentivize transit, bicycle, pedestrian, carpooling and other shared-ride options over driving alone; and

Explicitly favors mass and active transit. Including shuttles. Car and van pools are laudable, but the science and data are clear these do not work well at scale. We should continue to support them, they are helpful, but investment should match the degree they achieve these Core Principles .

- Maximize potential traffic reduction associated with the creation of housing in high-quality transit corridors.

Housing in high quality transit corridors works best with mass and active transit.

Measure W Congestion Relief Plan Core Principles :

Listed below are the six categories (each a "Category"). Also identified is the percentage distribution of funding for each Category.

Section 6. San Mateo County Congestion Relief Plan

a. Countywide Highway Congestion Improvements (22.5 percent)

A total of twenty two and one-half percent (22.5%) of Tax Proceeds will be invested in highway projects throughout the County designed to: provide congestion relief; reduce travel times; increase person throughput;; improve highway and interchange operations, safety and access; ...

Mass and active transit are superior to cars in delivering the above. While they can not be the only component of such projects, the text of the measure does not restrict them from being the major portion of projects.

b. Local Safety, Pothole and Congestion Relief Improvements (12.5%)

*A total of twelve and one-half percent (12.5%) of Tax Proceeds will be invested in major arterial and local roadway improvements in key congested areas throughout the County. **These investments will be focused on improving safety, reducing congestion, and supporting all modes of travel on the County's roadway system.** Eligible investments include, but are not limited to, the following: implement advanced technologies and communications on the roadway system; improve local streets and roads by paving streets and repairing potholes; **promote alternative modes of transportation, which may include funding shuttles or sponsoring carpools, bicycling and pedestrian programs; plan and implement traffic operations and safety projects, including signal coordination, bicycle/pedestrian safety projects, and separation of roadways crossing the Caltrain rail corridor.***

Mass and active transit are superior modes to provide safety, congestion relief, and are obviously "all modes" and "alternate modes of transportation".

c. Bicycle and Pedestrian Improvements (5%)

By definition.

d. Regional Transit Connections (10% percent)

*A total of ten percent (10%) of Tax Proceeds will be invested in infrastructure and services that are designed to improve transit connectivity between the County and the region. Currently, the County is connected to neighboring counties and the broader region with a network of transit options including **rail, water transit, heavy rail, and regional bus services.***

By definition “mass transit”.

e. County Public Transportation Systems (50% percent)

Funding provided to and allocated by SamTrans, and therefore out of scope of the SMCTA’s authority.

DATE: August 27, 2026

TO: San Mateo County Transportation Authority (SMCTA) Community Advisory Committee (CAC)

FROM: Giuliano Carlini, CAC Member

SUBJECT: Report to the CAC on Mode Shift – Request for CAC Opinions

The CAC was established by the 1988 Measure A to “advise the Authority on the administration of the Transportation Expenditure Plan.”

(<https://www.smcta.com/media/3689/download?inline>)

While formal recommendations on changes to priorities, policies, or procedures are made when the Board requests the CAC’s advice, this item is intended to be informational and provides members an opportunity to discuss the issues and share their individual perspectives as representatives of the communities and interests represented on the CAC. I thank the board for this opportunity to provide this input as individuals representing our communities.

I’m hoping each of you can give your opinion on the following statements which reflect my perspective and do not necessarily reflect the views or positions of SMCTA.

1. Should the SMCTA transition quickly to policies and procedures that favor a shift in transit mode from those favoring and promoting motor vehicle use, to those favoring and promoting mass and active transit.

The current motor vehicle focus of SMCTA funding naturally leads to motor vehicles being the dominant transit mode. Mass and active transit are simply not practical. People are smart, they take the most convenient mode for their trips. Continue to prioritize motor vehicles, and they will continue to use them. Make mass and active transit the most convenient, easiest, and safest mode, and trips will naturally shift to prefer them.

Mode shift is not an end in itself. It is necessary, it is essential, to meet Measure A goals and Measure W Core Principals: safety, climate change, pollution, public health, youth/elder/disabled autonomy, equity, municipal design, construction, and

maintenance costs, individual purchase and maintenance costs, vital down towns and business districts, livable neighborhoods, and many more. The current motor vehicle prioritization of funding has failed dismally to meet Measure A's and W's legal mandates. We must prioritize mass and active transit.

While EVs, car pools, van pools, autonomous vehicles, and ride sharing have a place, and will provide various small improvements, they do not provide anywhere near the scale of improvements, at anywhere near the cost efficiency, of mass and active transport. Indeed, both EV and autonomous technologies work best, when used with mass transit, the ultimate "ride sharing" mode.

Past analysis by the SMCTA legal counsel notes that Measure A and W categorical funding can be spent on projects that include mass and active transit components, provided that those projects are not exclusively mass and active transit. Majority and super majority funding of mass and active transit within the legal requirements of Measures A and W.

Given the superiority of mass and active transit, and the real inferiority of motor vehicle transit to meet the legal mandates imposed upon us by Measures A and W:

2. Should the SMCTA take a leadership role in driving this change, as it did in the 101 Managed Lanes and Highway 101 interchange projects. It did not wait for requests from sponsor projects for segment-by-segment projects, each unique, resulting in a disjointed solution. Rather, the TA created plans for a systemic approach to these 101 projects. SamTrans and Caltrain do the same for mass transit.

3. Should the SMCTA take the same leadership position, working with the C/CAG, cities, and other project sponsors, to create a county wide network of safe, continuous, connected class 1 and 4 bike lanes that take people from where they are to where they want to go: mass transit stations, schools, libraries, community centers, shops, restaurants, retail, city hall, recreation, kids activities, etc. We need a systemic and integrated network, not disjointed segments.

Lastly, and most importantly, the SMCTA currently spends the bulk of its funds on motor vehicle projects. **4. Should a majority of SMCTA funding be spent on projects enabling and favoring mass and active transit.** It is not enough to say you have a goal.

If you build it, they will come

Lessons learned in 20 years of travel behavior research

Kari Edison Watkins, PhD, PE

Susie Pike, PhD

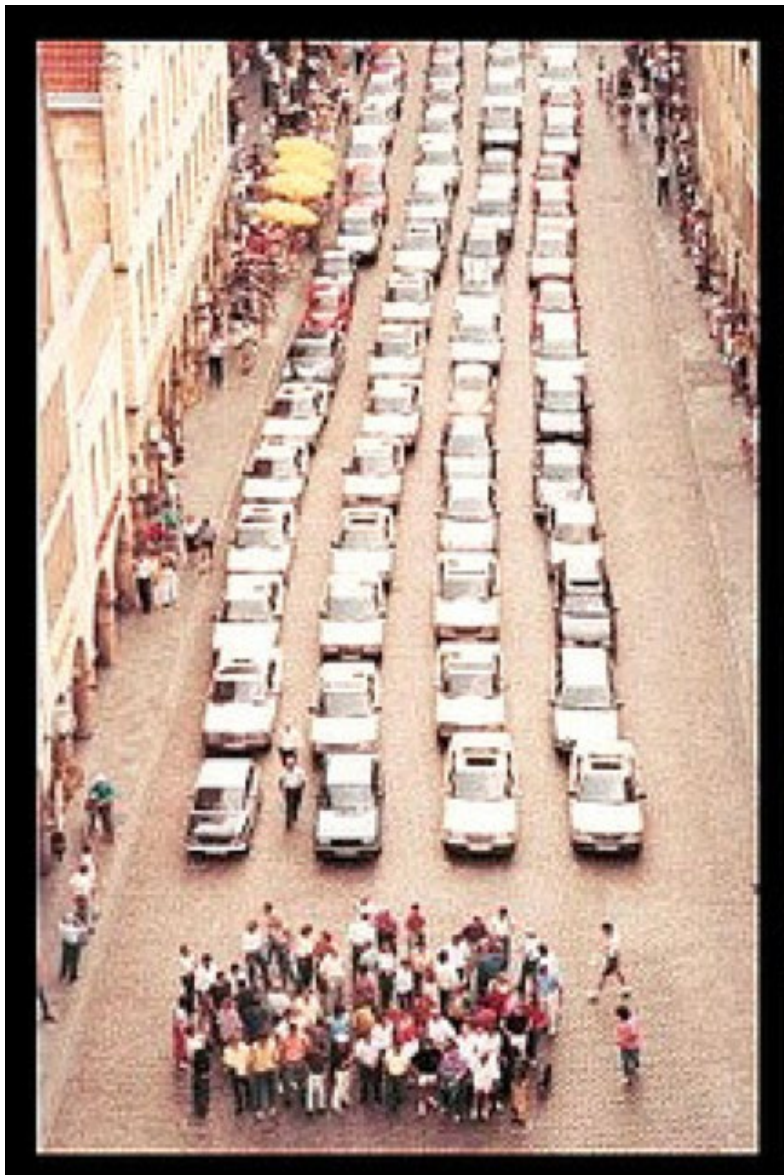












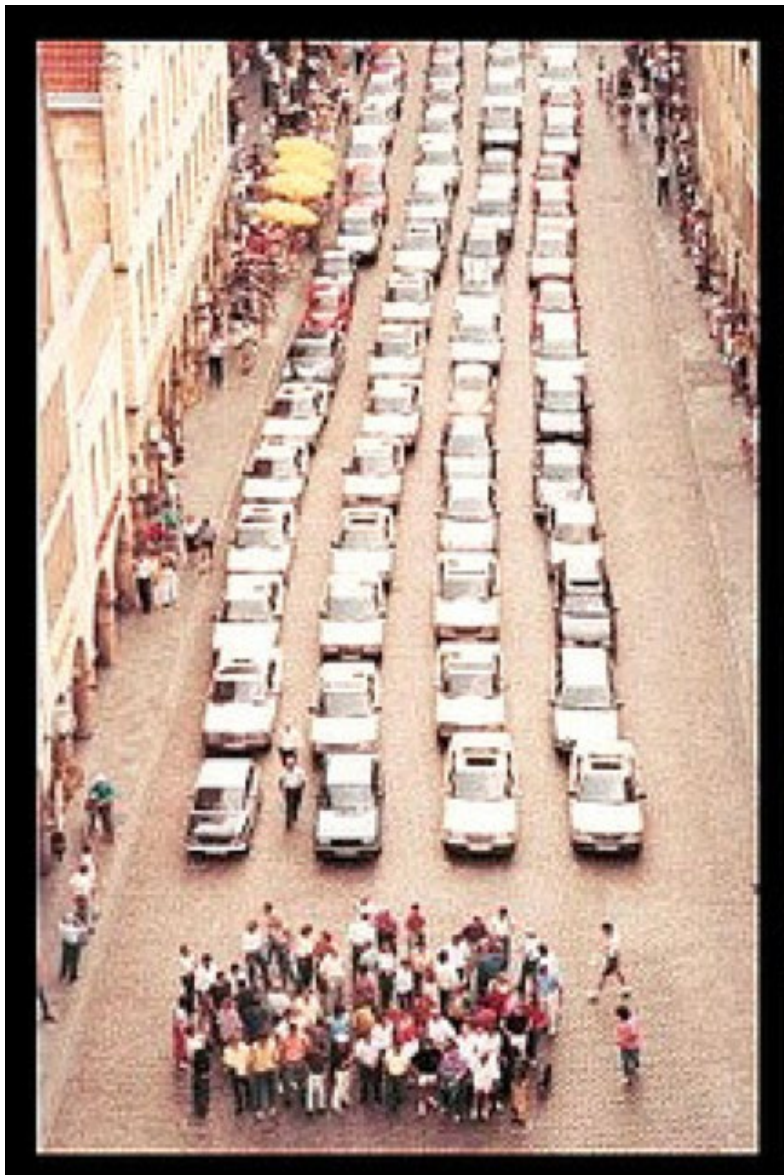
Car



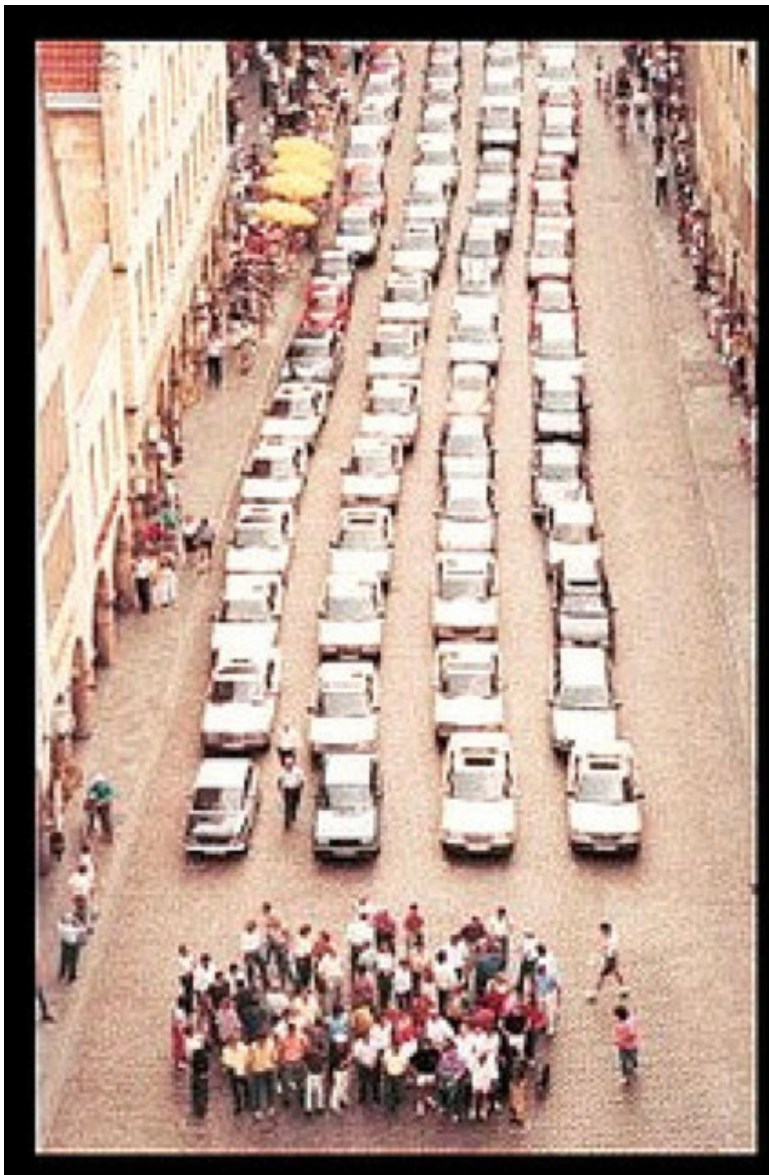
Bus



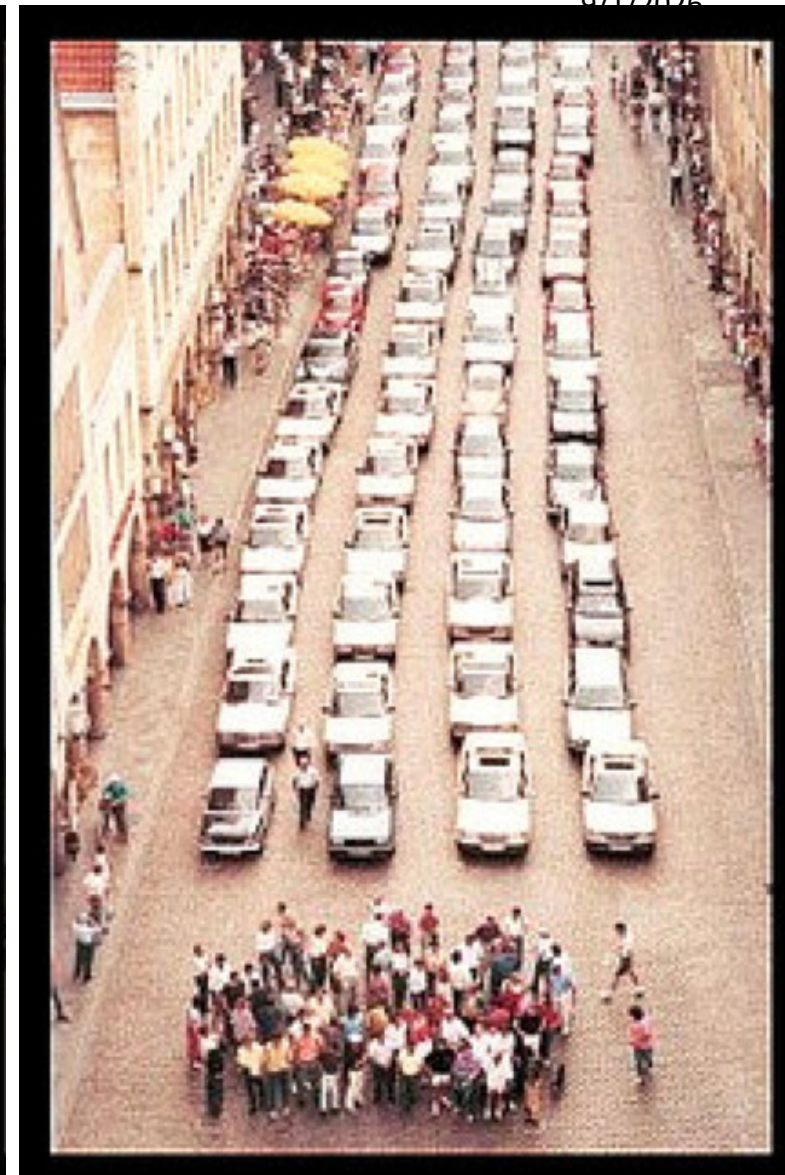
Bike



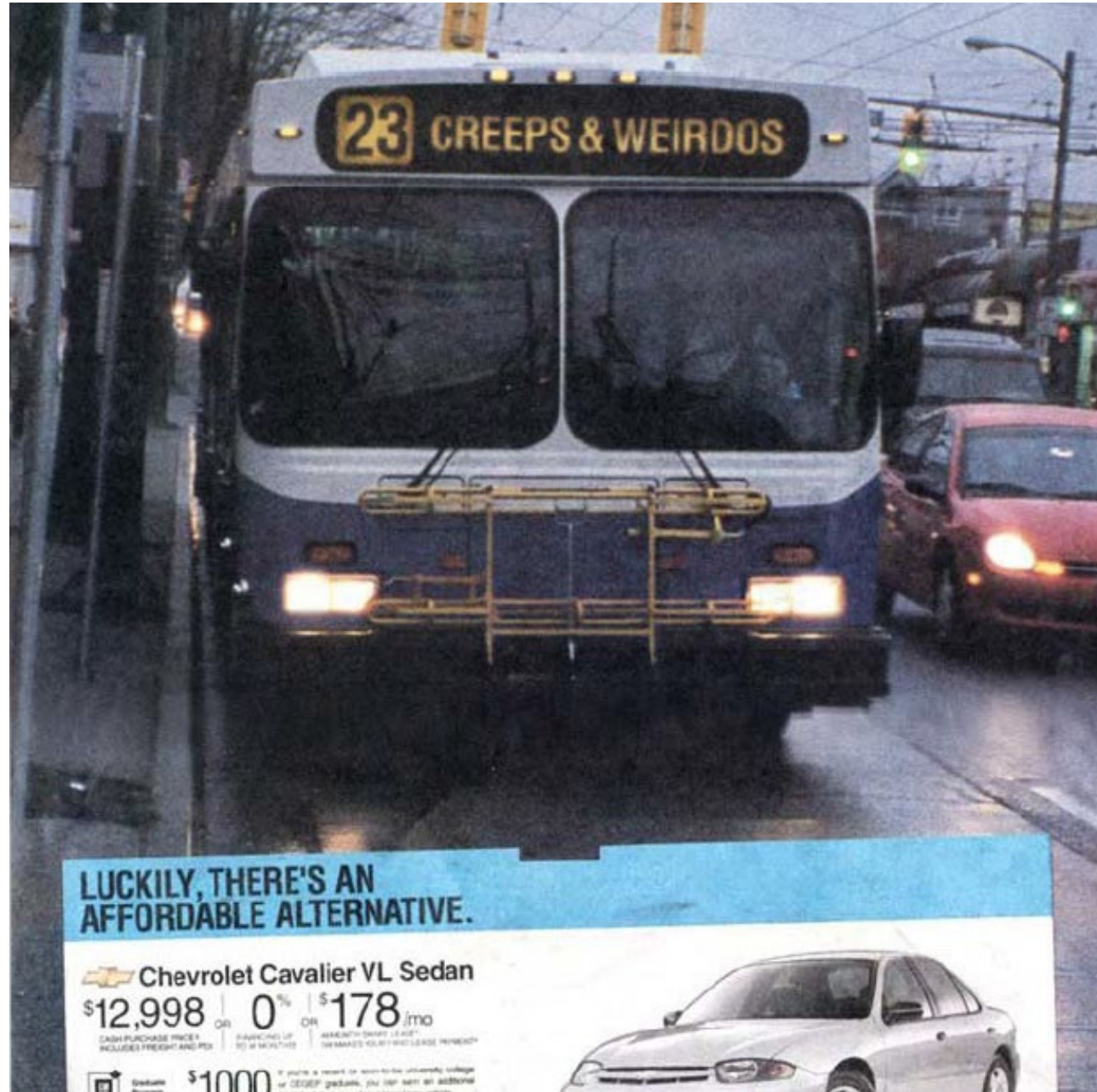
AV



EV



TNC





How we use our physical space
and the priority and separation we give
to active and public transportation
is critical to the future of our
transportation system.

A view from inside a vehicle, likely a bus or truck, looking out through a large window. The scene outside is a street with a red car in the foreground and a white car further back. The image is somewhat blurry and overexposed. The text "Getting people to ride transit" is overlaid on the right side of the image.

Getting people to ride transit

Needs for Transit

If travel is a utility, then mobility must be a service

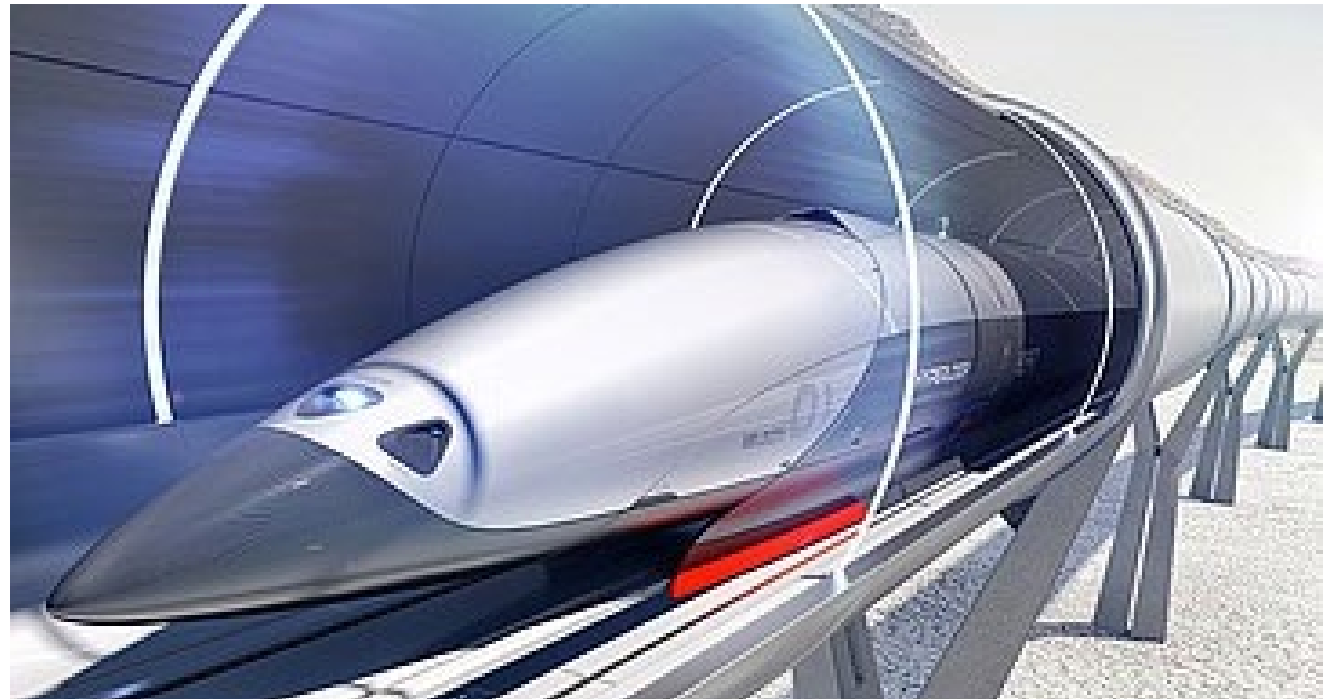
- Seamless travel with collective transportation as the backbone
 - Best of high-capacity public transportation for the bulk of travel distances
 - Localized services for short trips and first-mile, last-mile connectivity
- Mobility must be transformed to be seen more like a high-quality utility
 - Connection from one service to another must be efficient and pleasant
 - Rethink fare payment as travel patterns change



Needs for Transit

Focus first on service, then on technology

- Streetcar? Gondola? Hyperloop? Don't chase technology
- First create a **connected, accessible transit network**
- Link major nodes with frequent service

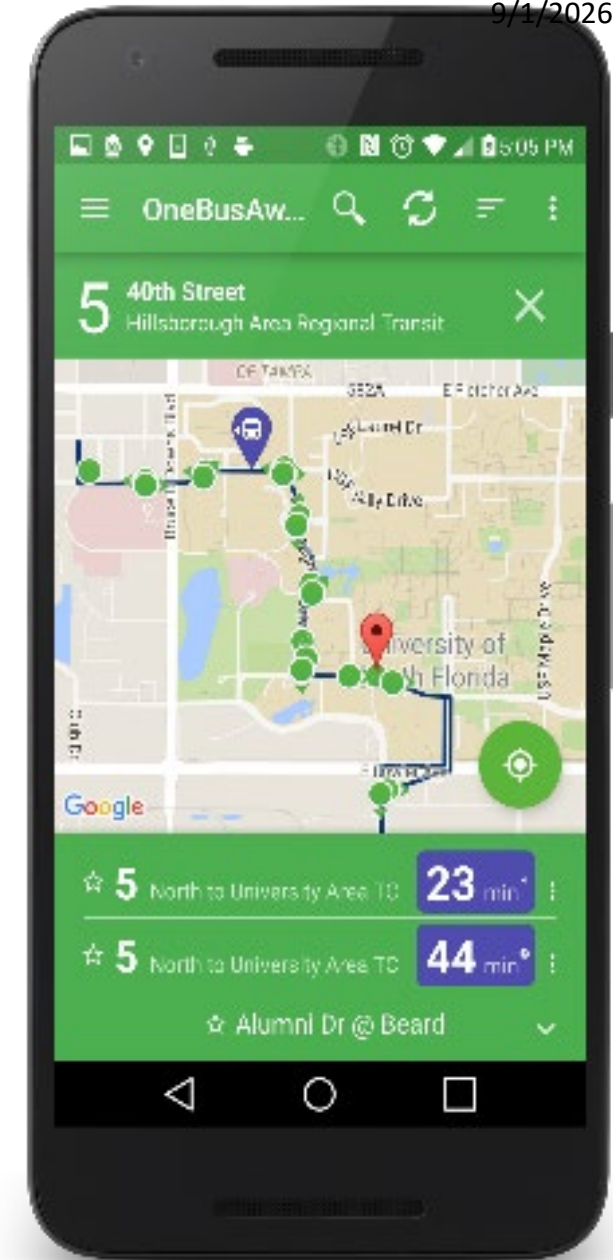


Needs for Transit

**“Scientia potentia est” -
knowledge is power**

- Information intense society
- Inform customers in real-time
- Service disruption alerts
- Customer feedback mechanisms

More here: Watkins, K. “Does the Future of Mobility Depend on Public Transportation?”, *Journal of Public Transportation*, Vol. 21: 1, pp. 53-59, 2018.



Needs for Transit

Spatial priority must be given to public transportation modes

- Transit + carpooling mixed with general traffic = no incentive to share
- Exclusive right-of-way to transit modes
- Spatial allocation for transit mode much more important with driverless vehicles





Getting people to ride bikes

User Preference Analysis

Sharrows on road without parking

Sharrows (“share arrows”) show that motorists and bicyclists will be sharing the road. Please mark your reaction to **each** statement below:



Bicycling on a road like this is ...	<i>Completely disagree</i>	<i>Disagree</i>	<i>Neutral</i>	<i>Agree</i>	<i>Completely agree</i>
				☐	☐
				☐	☐
				☐	☐
imes	☐ Often				☐ Not sure

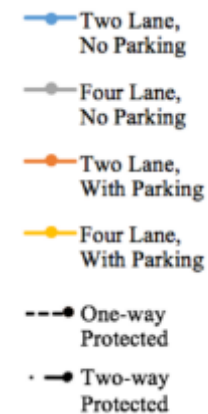
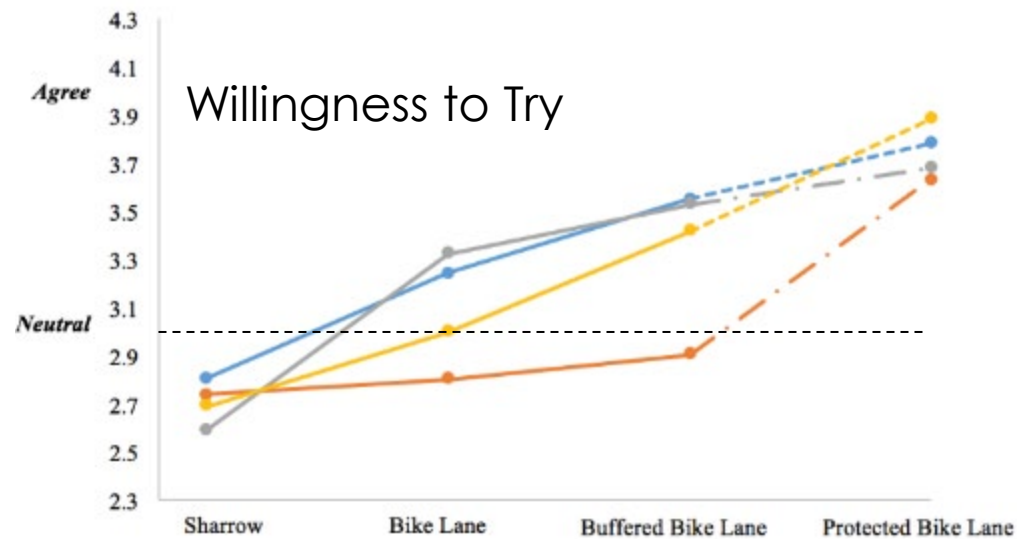
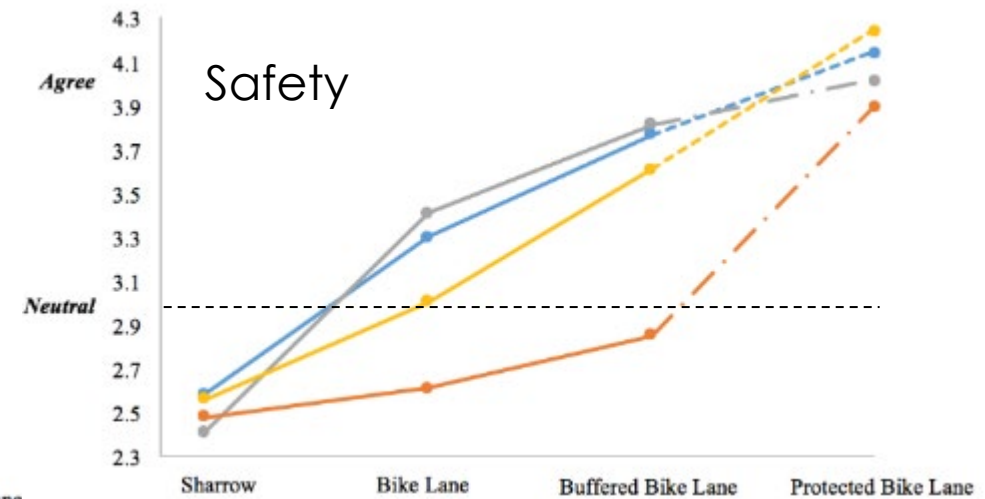
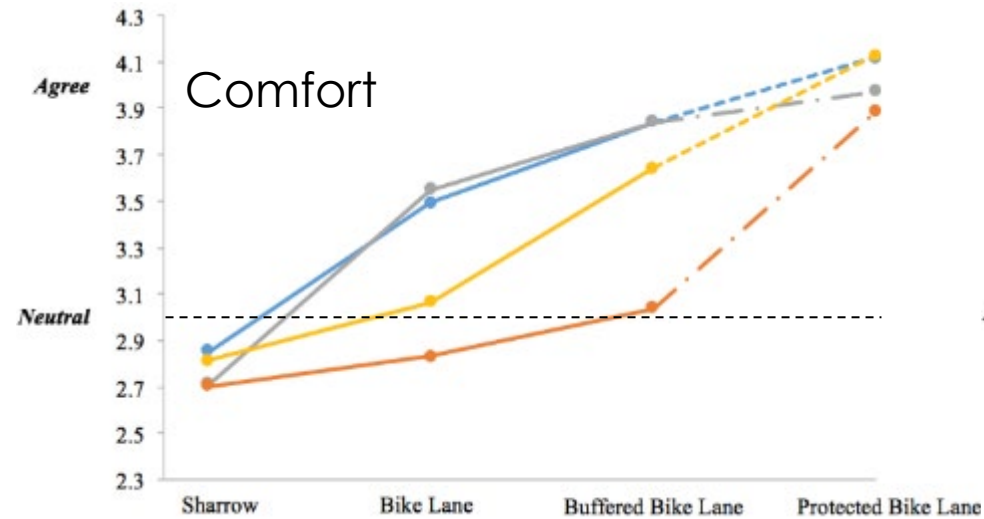
Bike lane on road without parking

A bike lane is a dedicated lane for bicyclists.



Something I'd try	☐	☐	☐	☐	☐
How often have you bicycled on a road like this?	☐ Never	☐ Sometimes	☐ Often	☐ Not sure	

User Preference Analysis



***Note that axes do not start at 0**

Instrumented Bicycle Data Collection

**1. Front
Component**
Compute
Functions
Arduino Uno

**2. Rear
Component**
Sensors
Raspberry Pi

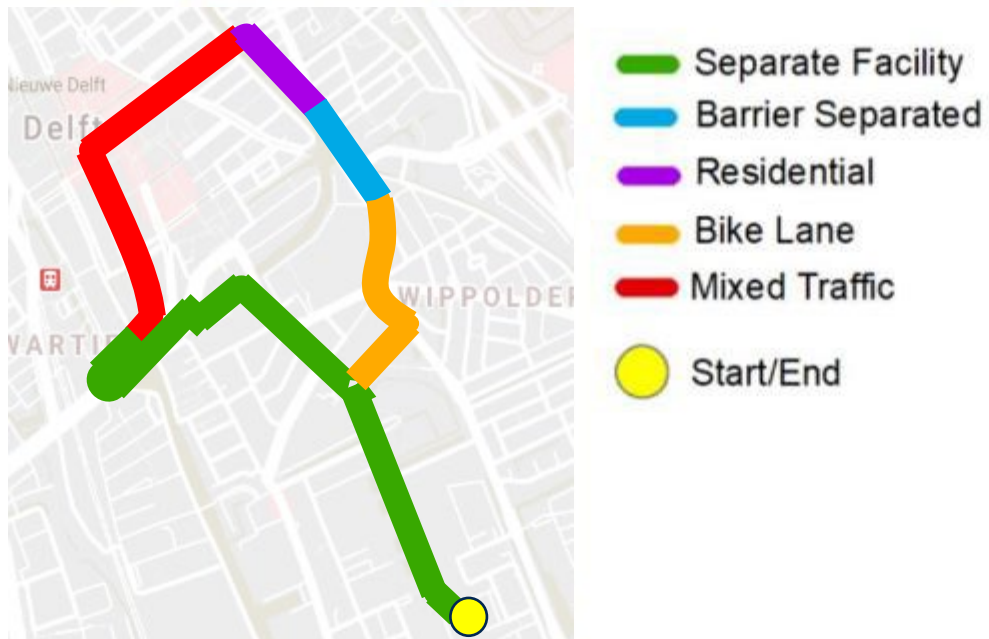


Instrumented Bicycle Study Area

Delft:

Small city, 100,000 population
~40% cycling modal share

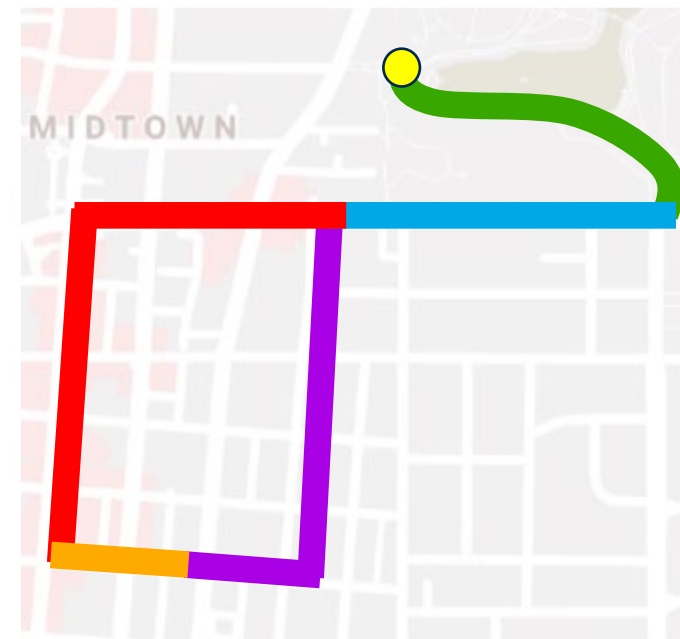
28 participants



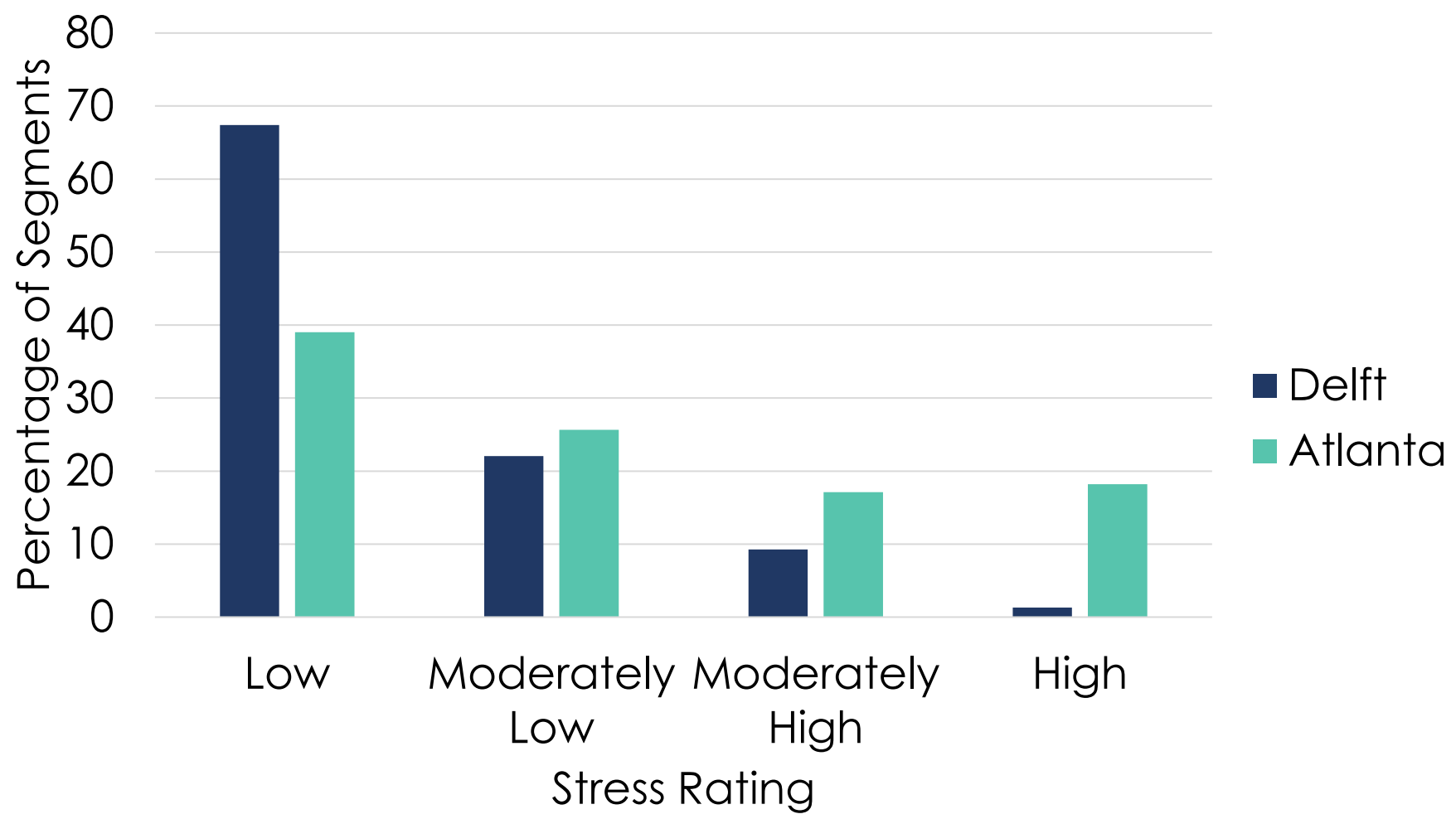
Atlanta:

500,000 people, 6 mil in metro area
~1.5% cycling modal share

41 participants



Stress Rating



Thematic Analysis of Stress Survey

Causes of Stress

Theme	Delft	Atlanta
Motor Vehicles	68%	93%
Poor Pavement	54%	71%
Poor Infrastructure	32%	78%
High Volume	29%	54%
Anticipation	4%	46%
Speed Differential	18%	34%
Lane Restriction	32%	22%
Surprises	32%	17%
Bus/Truck	21%	22%
Pedestrians	32%	15%
Cyclists	36%	0%
Intersections	14%	10%

Stress Reducers

Theme	Delft	Atlanta
Quality Infrastructure	93%	80%
Low Volume	89%	71%
Familiarity	75%	29%
Speed Differential	29%	41%
Lack of Motor Vehicles	29%	37%
Good Pavement	32%	17%
Ambiance	11%	17%
Lack of Pedestrians	4%	5%
Lack of Intersections	7%	0%

Bicycle Research Conclusions

- **Separated / Protected facilities** should be a priority in bicycle facility design.
- **Minimize** impact of **parking** adjacent to bike lanes.
- Make **limited** use of **sharrows**.
- Main components of cyclist stress
 - Presence of motor vehicles
 - Poor pavement
 - Poor infrastructure (Atlanta)
 - Cyclists (Delft)
- Cyclists prefer to go at their ideal speed. Atlanta cyclists experienced higher, more stressful speed differentials pressuring them to go faster than their ideal speed.

More here:

Gadsby, Hagenzieker, & Watkins, "An international comparison of the self-reported causes of cyclist stress using quasi-naturalistic cycling", *J of Transport Geography* Vol. 91, 2021.

Gadsby, Tsai, & Watkins, "Understanding the Influence of Pavement Conditions on Cyclists' Perception of Safety and Comfort: Using Surveys and Eye Tracking", *Transportation Research Record*, Vol. 2676(12), 2022

A vibrant, sunlit city street scene. In the foreground, several people are riding bicycles. A woman in a red scarf and glasses is prominent on the left, followed by a man in a maroon jacket. To their right, another cyclist is visible. In the background, a large crowd of pedestrians is walking across a crosswalk. Several red double-decker buses are parked or moving along the street. The scene is framed by lush green trees, suggesting a park or urban green space. A semi-transparent circular overlay on the right side of the image contains the text "Transit plus Bike".

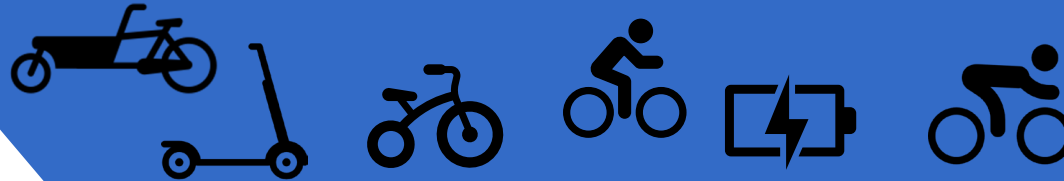
Transit plus Bike

Dutch STOMP Principles

Stappen
(Walking)



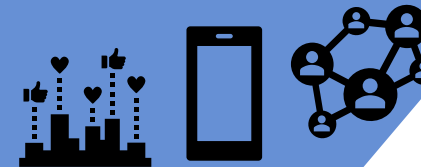
Trappen
(Bicycling)



Openbaar vervoer
(Public Transport)



MaaS (Mobility as a Service)



Privéauto (Private cars)



Bike + Train

- Bicycling increases the catchment area of stations.
- Half of all train trips in NL begin with a bike ride.
- 25% of all bike trips are to / from a station





THANK YOU!

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Many thanks to research partners too numerous to mention!