

Report of the TA Citizens Advisory Committee

Meeting of December 5, 2023

Committee Actions

- Approved the Consent Calendar including:
 - Minutes of the CAC Meeting of October 31, 2023
- Motions Regarding TA Board Items for December 7, 2023
 - Acceptance of Statement of Revenues and Expenditures for the Period Ending October 31, 2023 – *approved 8-0*
 - Acceptance of Capital Projects Quarterly Status Report for 1st Quarter Fiscal Year 2024 – *approved 8-0*
- Approved Motion for Mike Swire to participate via Zoom per Assembly Bill (AB) 2449 – *approved 8-0*
- Program and Allocate \$350,000 for the Development of the Strategic Plan 2025-2029 – *approved 9-0*
- Programming and Allocation of \$135,916,790 in Measure A and Measure W Highway Program Funds for 11 Highway Projects; Deprogramming of \$32,698,304 in Funds for Four Highway Projects – *approved 8-1*
- Approved Motion to Appoint Ivan Bucio, Jeff Londer, and Peter Ohtaki to the Nominating Committee for 2024 Chair and Vice Chair – *approved 9-0*

Discussion Highlights

TA Board Item 12 2024 Draft Legislative Program

Amy Linehan, Government and Community Affairs Officer, noted the program was in the packet. She outlined the proposed legislation in the 2024 program, which she noted was in red font. Peter Ohtaki asked if there was a way to make grade separations eligible for cap and trade funding. Ms. Linehan noted there was a grade separation category that could theoretically be explored. Peter Skinner, Executive Officer, Transportation Authority, said there is not significant GHG (greenhouse gas) reductions association with grade separations when compared to other projects that are eligible for cap and trade grants, which in turn makes grade separations much less competitive for such grants. Nheeda Enriquez asked how much of the topic priorities are proactively driven by TA staff. Ms. Linehan said sometimes priorities come from Board members and/or CAC members. She said they look to see if any new issues need to be added into the agenda. Mike Swire said regarding the conversion option that there are regulatory challenges to converting a general-purpose lane to a toll lane. Ms. Linehan said they would typically take a position on a specific bill. Mr. Skinner said legislation would be required for an agency to convert a general-purpose lane to a managed lane. Giuliano Carlini said the legislative program has items that are directed to very specific things. He asked if the requests could be broadened at a higher level. Ms. Linehan said she could take that suggestion back to the legislative team for discussion. Mike Swire asked the TA to endorse legislation that focuses on safety and saving lives, e.g., on streets and bike lanes. He also suggested that the TA not advocate projects involving highway widening.

TA Board Item 13.a Countywide Autonomous Vehicles Strategic Plan Update

Vamsi Tabjulu, Project Manager, provided the presentation. Ivan Bucio asked if there was data from private companies about incidents and what type of incidents. Mr. Tabjulu said there is data but the companies are not required by the California Public Utilities Commission or Department of Motor Vehicles to make that public for their approved permits and many do not want the company names revealed. He said there would be future requirements to receive incident and safety data if the TA gets involved in any AV deployments in the County. Allie Paul asked what data sharing with AVs. Mr. Tabjulu said that referred to communication between vehicles and infrastructure (v2i) and vehicles to vehicles (v2v). Mr. Carlini said failure modes/edge cases are the most difficult to design – any implication that it’s easy, be suspicious. He asked safety needs to be a goal/criteria – industry is not transparent and we need to ensure to get accurate data. Mr. Swire emphasized the need for safety and safety reporting. Mr. Bucio asked would there be infrastructure vulnerabilities making it susceptible to hackers. Chair Arietta said to keep end user in mind and what we are trying to solve such as limited mobility, GHG reduction, first/last mile, etc.

TA Board Item 14.b Programming and Allocation of \$135,916,790 in Measure A and Measure W Highway Program Funds for 11 Highway Projects; Deprogramming of \$32,698,304 in Funds for Four Highway Projects

Patrick Gilster, Director, Planning and Fund Management, provided the presentation. Mr. Carlini note the US 101/SR 92 Area Improvements project involved widening ramps, potentially causing increased GHG and vehicle miles traveled. Mr. Swire echoed Mr. Carlini’s comments. He asked if staff could confirm if the Holly Street project failed because of the widening of US 101. Mr. Skinner said the project was compensated by the TA for the delays caused by the 101 Express Lanes project. He said the City of San Carlos had failed to move forward with the project in a timely manner and had lost over \$4 million in grants funds as a result. The TA had provided the City of San Carlos with a list of actions to help fully fund the project. However, the City declined to follow the recommended actions and elected to cancel the project earlier this year. . He said the TA is attempting to be stricter with applicants about adhering to timely use of funds guidelines so that money could be used for active projects. Chair Arietta said she did not understand why the City of Pacifica was not adhering to the guidelines. Mr. Skinner said TA staff does meet with senior agency staff to communicate issues with applications and projects. Mr. Carlini commented that funding was being deprogrammed from a project that reduced GHG to be reprogrammed to a project that potentially increases GHG.

Report of the Chair

Chair Arietta facilitated the appointment of Ivan Bucio, Jeff Londer, and Peter Ohtaki to the Nominating Committee for 2024 Chair and Vice Chair.

Report From Staff

Mr. Skinner said the Executive Director’s report was in the packet and deferred to TA Director Emily Beach who thanked the CAC for their support of the Board and making their comments. She also wished them happy holidays.

Member Comments/Requests

The members wished everyone happy holidays. Mr. Carlini said he hoped there was some way they could increase safety requirements for incoming projects. He said if transit or bike infrastructure remains dangerous, it will be difficult to get people out of their cars. Mr. Swire said he had attended a recent SFCTA (San Francisco County Transportation Authority) meeting and was discouraged to hear the widening option was the default option due to the congestion problems in that area. The members wished everyone happy holidays.