

Report of the TA Community Advisory Committee Meeting of September 2, 2025

Committee Actions

- **6) (TA Board Item 10.b.) - Accepting the US 101/SR 92 Mobility Hub and Smart Corridor Plan - *approved unanimously***
 - Rich Hedges noted this is a transit-rich area (buses and Caltrain) and anticipates high adoption since there is a lot of traffic on 19th Avenue and Norfolk. It will also enhance safety from angry drivers.
 - Sandra Lang offered questions about the organization's goals, emissions, and community's comments on land. She also questioned why the project didn't identify an equity community. Staff responded with the following:
 - Emissions: enhanced facilities, hoping some will use other modes of transportation and improved signals, less idling
 - Equity: no SamTrans or city/Metropolitan Transportation Committee (MTC) prioritized communities are in the study area, their equity priorities are more on the north side of the city
 - Mr. Hedges suggested one of the intersections being a scramble, like some in LA, when cars aren't making right turns. He also wondered if bike signals were part of the plan. Staff clarified the project currently has a \$16 million shortfall.
 - Nheeda Enriquez appreciated the presented documents and questioned about the reception of the Mobility Hub concept, hoping it inspired commitment. Staff said they are weighing in on various alternatives in context of broader bus route redesign from last year, in which a phased approach could be considered.
 - Staff responded to questions about the first Transportation Authority (TA) technical assistance project, in which this partnership is beneficial as it would not have moved forward otherwise. It was originally imagined as an express bus feasibility study.
 - Christopher Kao mentioned a similar situation for a project in San Francisco – it also runs under US 101 and has funding gaps. There was a request to see if there were any learnings.
 - Also mentioned darkness under a bridge or highway may cause safety concerns for pedestrians and bikers. Staff responded that pedestrian scale adaptive lighting would be part of the smart corridor concept.
 - Mr. Hedges stated that this is the only east-west connection for people on the east side, making it important to get it right.

- **8) (TA Board Item 11.a.) - Receive Legislative Update - Awarding Contracts to Corey, Canapary & Galanis and EMC Research, Inc. for On-Call Market Research and Survey Services for an Aggregate Not-To-Exceed Amount of \$600,000 for a Three-Year Base Term, with Up to Two Additional One-Year Option Terms - *approved unanimously***
 - Ms. Lang wondered if this work is predictive methodology or just analysis. Staff responded that it's not predictive, but rather analysis of qualitative and quantitative research.

Consent Calendar – *Approved Item 4a to be pulled and approved on October 7, 2025, TA CAC meeting due to mislabeling, Items 4b-4d were all approved unanimously*

- **4a) Approval of Minutes of the CAC Meeting of June 9, 2025**
- **4b) (TA Board Item 5.b.) - Accept Status of June 2025 and July 2025 Monthly Financial Reports**
- **4c) (TA Board Item 5.c.) - Accept Quarterly Investment Report**
- **4d) (TA Board Item 5.d.) - Acceptance of Capital Projects Quarterly Status Report for Fiscal Year 2025 Quarter 4**

Other Items

- **3) Public Comment for Items Not on the Agenda** – None.
- **5) (TA Board Item 10.a) - Safe Routes to School Program Report**
 - Mr. Hedges offered kudos on the 31st Street project near his church as he observed firsthand the issues with drop-offs at day care.
 - Ms. Enriquez appreciated examples of leveraging fellowships and partnerships, hoping others will follow out of the box thinking.
 - Ms. Lang appreciated the depth of practicality and offered questions about mobile stop signs, walk and bike audits, and how Safe Routes to School partners with city teams (as Burlingame wasn't on there).
 - Staff said all public works directors are invited as well as City/County Association of Governments of San Mateo County (C/CAG); Burlingame hasn't applied.
 - Karen Kuklin mentioned that more than half of the county is in the hills, inquiring about how to help those schools not in the flats. Staff suggested parking then walking as well as taking the initiative to work with schools on unique needs.
- **7) (TA Board Item 10.c.) - Key Performance Indicators (KPI) Dashboard**
 - Richard Garbarino wondered if data included commute.org shuttles. Staff confirmed that South City shuttles were included.
 - Mr. Hedges wondered when the dashboard could be accessed on the TA's website. Staff confirmed it will be available for beta testing soon.
 - Ms. Lang asked if data is updated twice a year and wondered why on one slide Burlingame wasn't on there. The presenter demonstrated that the drop-down menu shows applicable projects within a section, as filters and that Burlingame was included.

- Gus Mattammal appreciated the nice clean layout of data and dashboard, compared to many other government dashboards.
- Ms. Enriquez agreed about design, wondered if data is a manual effort and if sources are verified. Staff confirmed that data comes from TA's own source documents, and verifiable data specific to San Mateo County through software platforms such as Replica.
- **9) (TA Board Item 11.b.) - US 101 Express Lanes Semi-Annual Update on Variable Rate Bonds and Express Lanes Performance**
 - Ms. Enriquez asked about the year over year heat maps and whether more green should be seen than before. Staff suggested using the San Mateo 101 Express Lanes website data for quarterly view to compare seasons to see the effect from year to year. Staff also mentioned the formal quarterly report will be available after Friday.
 - Chair Arietta asked about California Highway Patrol (CHP) enforcement. Staff mentioned that CHP citations have increased considerably within the past year.
 - Mr. Hedges wondered about the number of transponders reporting an occupancy of three or more and if more drivers were cheating. Staff said increased enforcement was unable to make a huge difference. The Joint Powers Authority (JPA) has budgeted for an occupancy detection/violation pilot program and are also waiting to see results from an occupancy detection program in the Los Angeles area. There are also discussions about MTC continuing their pilot with a mobile app.
 - Mr. Kao asked about financial projections when tags for electric cars with half price rates sunset in the future. Staff mentioned there hasn't been high adoption of lane use (two to three percent) by electric vehicles because they need to have a special clean air vehicle tag.
- **10) (TA Board Item 12.a.) - Receive Legislative Update**
 - Chair Arietta inquired about the status of SB63, and if amendments were still happening. She inquired if the bill was still for 14 years. Staff confirmed but also noted that negotiations in the Legislature were ongoing and the bill is still subject to change. She also stated that Staff covered topics that were addressed in her Report of the Chair.
 - Ms. Lang asked for clarification on "bookend" electrification projects. Staff confirmed that Caltrain (San Jose) is the south bookend, while the current consideration for the north bookend is the Salesforce Tower. She then asked if the southern part of the Central Valley would be considered as a bookend.
 - The TA CAC members discussed cancelled funding for the Salesforce Tower-Caltrain extension, considerations of Gilroy as a hub, and the pulling of funds for the High-Speed Rail project.

- **11) Report of the Chair – *discussion was incorporated with Item 10***
 - Senate Bill (SB) 63 Update - As of late August 2025, the San Mateo County Transit District has officially voted to opt in to SB63, a regional transportation funding measure. The bill, if passed by voters in 2026, would authorize a half-cent sales tax in participating Bay Area counties.
 - SB 63 Status in San Mateo County
 - Opted In: On August 6, 2025, the San Mateo County Transit District Board of Directors voted to join the regional Transportation Revenue Measure District C (TRMD) created by SB 63.
 - Voter approval required: The measure will appear on the November 2026 ballot within several Bay Area counties, including San Francisco, Alameda, Contra Costa, San Mateo, and Santa Clara Counties, where voters will have the final say on the sales tax.
 - Transit funding: The proposed tax would generate an estimated \$186 million annually for San Mateo County, including approximately \$32.5 million for Caltrain and over \$45 million for SamTrans operations.
 - Accountability measures: San Mateo County leaders expressed concerns about Bay Area Rapid Transit's (BART) financial management and SB 63 has been amended to include strong accountability measures. MTC will conduct an independent financial efficiency review of major operators receiving funding.
 - Financial stability: The funding from the measure is intended to help prevent devastating service cuts to Caltrain and other transit agencies facing major deficits.
 - Caltrain projects an average annual deficit of \$75 million starting in fiscal year 2027 and BART is averaging an ongoing structural deficit ranging from \$350 million to \$400 million starting in about a year.
 - Status of SB 63 in the State Legislature - The bill is currently working its way through the California Assembly.
 - Assembly suspense file: The bill was placed on the Assembly Appropriations Committee suspense file on August 20, 2025, as part of the Legislative process.
 - Previous passage: It successfully passed the State Senate on June 2, 2025.

10) Report from Staff

- Peter Skinner noted the Executive Director Report in the TA Board agenda packet. He also mentioned staff received and will be reviewing 23 applications from the recent Alternative Congestion Relief and Transportation Demand Management (ACR/TDM) call for projects. Staff were pleased with the number of applications as it was much greater than previous rounds.

11) Member Comments/Requests

- Chair Arietta asked the new CAC members, Christopher Kao and Richard Garbarino, to introduce themselves.
- Ms. Enriquez welcomed the new members, followed by fellow TA CAC members.
- Mr. Hedges mentioned getting noise complaints about construction on Highway 92 at night, and staff mentioned passing along feedback to California Department of Transportation (Caltrans) to reduce noise. There was a discussion about tradeoffs for moving work to daytime which would result in traffic.

12) Date/Time of Next Regular Meeting: Tuesday, October 7, 2025, 4:30 pm