



TA Community Advisory Committee
Meeting of December 2, 2025

Correspondence as of November 14, 2025

Subject

1. Requested Materials from November 4's CAC Meeting
2. Follow-Up from 11/4/25 TA CAC Meeting on Item 9

From: [cacsecretary \[@smcta.com\]](mailto:cacsecretary [@smcta.com])
To: [cacsecretary \[@smcta.com\]](mailto:cacsecretary [@smcta.com])
Cc: [Peter Skinner](#)
Subject: Requested Materials from November 4"s CAC Meeting
Date: Monday, November 10, 2025 9:36:07 AM
Attachments: [CAC Survey April 28, 2025 10.53.pdf](#)
[CAC Survey Summary 042825.pdf](#)

Hello CAC Members,

The attached sheets were sent back in April and are being sent again for review. Please contact Peter if you have any comments or questions regarding agenda itemization.

In addition, please see below for the posted documents relating to Tuesday's CAC meeting:

- Video of TA CAC meeting: https://samtrans.granicus.com/player/clip/1420?view_id=2&redirect=true
- Report of the TA CAC: <https://www.smcta.com/media/36046/download>

For all past TA Board and CAC videos, please refer to <https://www.smcta.com/video-board-directors-and-community-advisory-committee-cac>. Thank you!

Sincerely,

Lauryn

Lauryn Ko
Assistant District Secretary
San Mateo County Transit District
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Topics Respondents Want More Background On

Topic Area	Description	Number of Mentions
Transportation Finance and Metrics	Understanding how transportation projects are funded and evaluated	2
Project Development Process	Understanding project development stages, including CEQA and approvals	2
Travel Behavior and Trends	Topics like Vehicle Miles Traveled (VMT), Induced Demand, and driver behavior	2
Openness to Topics	General openness to learning about a variety of transportation topics	2
Other Individual Topics	Interest in environmental impacts, emerging technologies, public-private partnerships, equity impacts, and project selection processes, how broader regional planning efforts (e.g., Plan Bay Area) impact local decisions	(individual mentions)

Key Challenges and Opportunities in San Mateo County

Challenge/Opportunity Area	Description	Number of Mentions
Low Public Transit Usage	Concern about low ridership; interest in boosting transit usage	2
System Integration and Connectivity	Need for better connections between modes (e.g., bus to rail) and Bay Area-wide integration	2
Financial Sustainability	Finding stable, long-term funding solutions for transit service	2
Other Individual Challenges and Opportunities	Topics included: concern about coordination gaps between local agencies and regional planning efforts, need for first/last-mile solutions, expansion of bike and pedestrian infrastructure, equitable access concerns, and communication/outreach improvements	(individual mentions)

What transportation topics or concepts do you feel you need more background on?	What are the key challenges and opportunities related to the current transportation system in San Mateo County?
Transit finance, metrics used to evaluate different types of transit systems	Finding fiscally sustainable transit strategies that achieve financial sustainability without massive permanent tax hikes
Open to topics	Need more people using public transit systems
Induced demand	How to encourage mode shift from single occupancy vehicles? How to reduce traffic violence? How to discourage sprawl? How to reform our transportation project processes? (time, \$, public input)
VMT trends	
Impact of auto pollution on public health	
Mode shift - trends and how to encourage	
# of deaths in SM County for people on foot and bike	How to reform our transportation project processes? (time, \$, public input)
None	Transfers between modes.
Updated information /studies on how driver behavior determines highway design .	Total lack of a connected system bay wide with improved access . Congestion management sooner than later . Improved bus routes into more less populated areas. How will the current system with stand disaster related congestion and
What do drivers want - speed or safety	
Better understanding of the board's short and long range priorities	I personally want to see better multi-modal connections (e.g. bus-caltrain-bart schedule and ticket synchronization). I think the funding issues for samtrans and caltrain are beyond what we can work on, but I think we can be part of the outreach that helps show social value and bringing the public's desires to what can be most usefully implemented.
Driving mode shift.	We are too focused on providing additional capacity to cars. Cars are the worst mode for transit efficiency, climate change, safety, public health, DEI, youth autonomy, senior access, vibrant down towns, etc. For these and many other reasons, as any agency, we need to drive the shift to better modes: walking, cycling, micro mobility, mass transit. This can be done within the current Measure A and W buckets. They describe allocations to infrastructure, not the vehicles using the infrastructure. In particular, the highways and the local roads buckets can allocate funds to other modes using these.
Development of TOD, Grade Seps, Shuttles and East West Transportation. I am in favor of express lanes however I am not in favor of removing homes to make way for them.	Money, Money and Money
How electrification impacts transportation?	Can we replace school car lines/drop off with EV school buses or shuttles? How to improve mass transit ridership?
Funding procedures between the different agencies for projects. Also, how projects move between different stages and what occurs in each stage	Providing equal access to different modes of transportation with limited space to work with
Overview of development phases, and they typical steps and specifically, what gets finalized and what input is welcome at each stage.	1. Slow project completion and how we collectively let layers of bureaucracy get in the way while costs rise 2. Competing economic and political interests between car-travel and other modes of transport (and how these may negate access and environmental impact)
My notes from what I have are below: * Environmental Studies, Preliminary Eng. (ENV / PE) * Project Approval and Environmental Document (PAED) - activity 12 * Plans, Specifications, and Estimates (PS&E) * Project Study Report-Project Development Support (PSR-PDS) * PS&E, ROW & Construction (Activities 13, 14 and 16) * Closeout (Activity 18) * California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA)	
CEQA process would be helpful for people to understand it better... I've had projects stop because of EIR findings ...until we have the report it's too early to fully judge	

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To: [cacsecretary \[@smcta.com\]](mailto:cacsecretary [@smcta.com])
Cc: [Peter Skinner](#); [Nicole Arshad](#)
Subject: Follow-Up from 11/4/25 TA CAC Meeting on Item 9
Date: Friday, November 14, 2025 10:49:54 AM

Dear TA CAC Members,

Thank you for your questions and comments last Tuesday, November 4, during the Government and Community Affairs Legislative Update. I wanted to follow up on Chair Arietta's question about how the \$1 billion for High-Speed Rail is allocated through the Cap-and-Invest Program.

The amended Cap-and-Invest Program is designed to provide approximately \$4.2 billion per year starting in FY 2026-27. The actual amount of funding will fluctuate depending on annual auction revenues.

The Cap-and-Invest expenditure plan includes three priority tiers. Each year, funds will first go to backfills and administrative expenses—Tier 1. Tier 2 includes \$1 billion for High-Speed Rail (HSR) and \$1 billion for the Legislature's discretionary priorities to be determined in the annual budget. Because those top amounts are fixed, they don't change when the total revenue grows or shrinks. However, Tier 3 programs, which include Transit and Intercity and Rail Capital Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP), would decrease proportionally if Cap-and-Invest raises less than \$4.2 billion in a weak year.

We don't know exactly how the \$1 billion for HSR will be spent – the plan doesn't outline specific projects.

Please let me know if you have any additional questions.

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