

## **Report of the TA Community Advisory Committee**

### **Meeting of February 3, 2026**

#### **Committee Actions**

- **4) Election of 2026 Chair and Vice Chair**
  - The CAC unanimously voted in favor of sole Chair candidate, Barbara Arietta.
  - The CAC unanimously voted in favor of sole Vice Chair candidate, Mike Swire.

#### **Consent Calendar - *all approved unanimously***

- **5a) Approval of Minutes of the CAC Meeting of January 6, 2025**
- **5b) (TA Board Item 6.b.) - Receive Quarterly Financial Report Fiscal Year 2026 Quarter 2 Results and Financial Outlook**
- **5c) (TA Board Item 6.c.) - Accept Quarterly Investment Report**
- **5d) (TA Board Item 6.d.) - Updating the Strategic Plan 2025-29 to Revise the Grade Separation Program Policies and Near-Term Funding Strategy, and to Limit Allocations for Cost Increases for Competitive Program Projects**
  - Sandra Lang asked about Strategic Plan revisions. Staff explained grade separation project changes.

#### **Other Items**

- **3) Public Comment for Items Not on the Agenda - *none***
- **6) (TA Board Item 11a) - 101 Corridor Connect: Draft South County Multimodal Strategy**
  - Ms. Lang asked for the source of the mini-grants. Staff stated these are Measures A and W- funded.
  - Giuliano Carlini asked about Key Performance Indicators (KPIs); he said previous KPIs tended to be financial rather than tracking Measure A and Ws' core goals and principles. Staff stated KPIs are in development and will focus on the values of the program. Mr. Carlini hopes Vehicle Miles Traveled (VMT) and safety will be considered; these are outputs, not inputs.
  - Nheeda Enriquez asked how the South project differed from the other regions' projects. Staff stated traffic congestion was the top concern across all corridors, but other concerns differed between parts of the County. Staff stated that all regions' projects will be ultimately considered.
  - Christopher Kao asked whether this was focused on the 101 Corridor. Staff said these projects are within one mile of US 101. He asked whether the outreach

was near US 101 as different concerns might arise. Staff said outreach was engagement-focused in the area adjacent to US 101 and congestion-reducing projects. He would like to see KPIs to measure results on the backend. Staff said they will establish baselines to determine the project's effectiveness.

- Vice Chair Mike Swire spoke in support of the projects as VMT reducing. He asked whether they could be used as mitigation for VMT-inducing projects and how projects would be funded. Staff said it was project-dependent and could be funded through various sources.
- Chair Barbara Arietta asked about the relation to the State-offered bridge loan for transit. Staff said there is no connection. She asked about Coastside projects; however, Staff said Coastside projects are beyond the project scope.
- John Fox asked about the three regions and cross-boundary projects. Staff said bringing projects under one program will help reduce congestion across all of US 101. Staff said that they can leverage learnings from one project to additional areas.
- Karen Kuklin asked whether the \$4 million pot of money would impact bond repayment. Staff said there would be no impact as this money comes from bank interest.
- Rich Hedges asked if any jurisdictions were awarded federal money since January 2025, but Staff was unsure. He said a lot of money has been clawed back and that future payments are uncertain. He said congestion slows transit and threatens bike/pedestrian safety when drivers get frustrated and do unsafe things., recommending congestion reduction.
- Mr. Carlini said increased capacity worsens congestion. To reduce congestion, trips need to be eliminated or time shifted, neither of which the Transportation Authority (TA) can influence. He said that the TA can encourage mode shift as there needs to be more initiatives. He said the TA is often looking at local agencies to put forward projects. The exception is 101 Managed Lanes, which the TA is sponsoring with City/County Association of Governments (C/CAG). He said systemic change is needed. He said that one of his local streets is on a high injury network, but his city is not sponsoring a project to address this. He suggested the TA correct these deficiencies in the high injury network.
- Mr. Kao was surprised the Reimagine Dumbarton project scored so low, especially the connectivity scores. He said the ranking method discriminates against such projects where there is no land development nearby, although future development would occur. He said that bike projects score well because they focus on developed areas. Staff said the project still scored well relative to other projects. Staff said connectivity is prioritized for areas of future

development. This doesn't look solely at current land uses. Other plans use different prioritization logic.

- Mr. Carlini wants the TA to drive more change, pushing sponsors to do more quick build infrastructure. He said the Holly project is costly and long, but quick build solutions can be faster and cheaper. He said transit needs to be the backbone, not cycling, but there are no transit projects listed. He said a better transit network is needed, but there is only one transit project. Staff said that South County has less transit near US 101 than in other parts of the County and that they do take a holistic look at transit options. He said the TA should encourage sponsors to submit better projects and reject those that score poorly.
- **7) (TA Board Item 11b) - Countywide Transportation Plan Update -**
  - Vice Chair Swire noted that the 0.4 percent bike share figure undercounted bike usage and pointed out that another slide said that about 25 percent of train riders bike to stations. He thought this was misleading and it has led to unfair criticism of bike projects' spending utilization. Staff said this was census data that only addressed commute travel and those that bike the entire trip.
  - Mr. Carlini said that, looking at 2050, the TA needs to provide input to C/CAG that mode shift is a primary goal. Compared to other counties, many still use cars instead of other methods of transportation. He said that autonomous vehicles (AVs) are inherently inefficient and damaging. He suggested reviewing operational costs revenues - e.g., all lane tolling and congestion pricing. This would yield additional money for transit and electric bikes (e-bike) subsidies. He said that e-bikes can provide more access to mass transit, including equity communities that aren't currently served well. He would like to see free transit during peak times. He said the problem was high spending on capital projects.
  - Mr. Kao said that the key challenge by 2050 is more urban sprawl which increases VMT, quality time, and environmental issues. He said that during the pandemic, average travel distances have increased. Studies show that AVs encourage longer trips and increased residential dispersion. He said that better regional transit connections would encourage people to live closer and use transit.
  - Ms. Kuklin said investments are being made in transit-oriented housing, and she isn't convinced that sprawl is increasing. She encouraged focus on AVs as we need more infrastructure to support them. She said that these are safer and could improve congestion as fewer people will own cars.
  - Vice Chair Swire said there is a disconnect between the vision of the TA, experts, and decisions made at the local level. The City of San Mateo is considering

spending \$10 million to add 100 parking spots. He said the increase in autonomous vehicles may eliminate street parking needs, driveways, and garages. He urged the TA to educate local decision makers about transportation's impact in the County.

- Ms. Kuklin said parking garages are being converted to housing. There is acknowledgement that the need for cars will decrease over time.
  - Mr. Hedges said money is the primary obstacle for the future. He said AVs will bring major change and are safer than driving a personal car. He said that those over 40 years of age need to be more open to progressive changes.
  - Chair Arietta noted the increase of Waymos recently and their deficient operation. She likes the idea of AVs but there are still problems with them incurring accidents with animals and children. She said cars will continue to be needed as well as all current modes of travel.
  - Mr. Carlini said AVs are amazing and will become safer, helping those who are unable to drive. He said these vehicles increase VMT and congestion due to their low occupancy. He said e-bikes are great but need better infrastructure.
  - Ms. Enriquez said population is aging with a growing wealth gap, noting the importance of funding transit for those who don't drive.
- **8) (TA Board Item 11c) - Brand Refresh Update**
    - Ms. Kuklin liked the recommended design for its modernity and coordination with the other logos.
    - Mr. Carlini liked the logo but wanted the TA to improve its community recognition, inquiring how the TA would leverage this going forward. Staff said the logo refresh will assist in website redesign and future measure reauthorizations.
    - Ms. Enriquez liked the design that was developed with cost effectiveness.
    - Mr. Hedges liked the recommended design, agreeing that the TA needs to increase public recognition.
- **9) (TA Board Item 11d) - 101 Corridor Connect: US 101 San Mateo County Crossings Improvement Implementation Plan (Active 101) Update**
    - Vice Chair Swire asked about making suggestions on project design. Staff said to contact local sponsors.
    - Mr. Fox said acknowledged the exciting and innovative outreach.
    - Mr. Carlini said there was an improvement but is concerned that nine overcrossings are still not addressed. He doesn't want any additional Holly

Street overpass incidents occurring and pushed for the TA to work with local sponsors to encourage more quick builds.

- Ms. Enriquez asked whether there are synergies with projects in other programs. Staff said yes.
  - Mr. Kao presented ideas for the East Bayshore project in East Palo Alto. He said the onramp lighting off US 101 is often inoperable; fixing this would achieve the project goals. He suggested the TA help, noting some US 101 crossings aren't being utilized - e.g., the Dumbarton Bridge being fenced off. He said a quick build could benefit Belle Haven residents in Menlo Park with access to local facilities.
  - Chair Arietta asked about litter reduction on the Interstate 280 median. She asked how to address this. Staff said individuals can report this problem to Caltrans, who manages highway cleanup. She also expressed interest in better lighting on I-280. Staff can ask Caltrans about this. Mr. Carlini recommended reaching out to elected leaders in the state government.
- **10) (TA Board Item 12a) - Legislative Update**
    - Mr. Kao asked whether Congressman Mullin's appropriations were improved. Staff said that several projects received federal funding - Broadway grade separation, State Route 84/ US 101 Reimagined, Woodland Avenue, Huntington Avenue, and US 101/Holly interchange.
  - **11) Report of the Chair**
    - In 2026, Caltrain is implementing a new, and faster all electric service schedule starting January 31, featuring fifteen-minute peak service and restored Tamien station access. However, the agency faces a major \$33 million budget deficit for Fiscal Year (FY) 2026, relying on a potential 2026 regional tax measure (Senate Bill 63) to avoid severe service cuts.

Key Caltrain Updates:

- Tamien Station: Electric train service is officially restored.
- Financial "Fiscal Cliff": Caltrain projects a \$33 million deficit in FY26 and \$58 million in 2027.
- Funding Measure: A crucial regional funding measure is scheduled for the November 2026 ballot to prevent potential drastic cuts, including eliminating weekend service and closing over one-third of stations.

- Service Changes: The Clipper discount has been eliminated as of January 1, 2026, aligning prices for all fare payment methods, including Monthly Passes.
- Ridership Growth: Weekend ridership has surged to over 165 percent of pre-pandemic levels helping to offset some revenue losses.
- Operational Upgrades:
  - Performance: Following electrification, on time performance has improved significantly with 95.3 percent reported in July 2025.
  - Safety and Maintenance: The FY26 \$34.8 million capital budget prioritizes grade crossing upgrades and system repairs.
- **12) Report from Staff - Brown Act Refresher -**
  - Mr. Kao asked about quorum requirements for the CAC. Staff said usually quorum is equivalent to the majority count, currently at 6 members. This figure will increase if the CAC adds members. He asked whether the CAC has non-active members. Staff said no and recruitment would occur in the summer.
  - Ms. Lang asked about gatherings without a quorum. Staff said only non-business conversations are allowed.
  - Ms. Enriquez asked if it was permissible if only three members met. Staff said this was fine but not more than three.
  - Mr. Carlini asked about general public meetings. Staff recommended not talking about public business in these cases. Regardless, public perception is a concern even if public business is not discussed.
  - Ms. Lang asked whether the CAC's decisions include recommendations. Staff said that the CAC's Report to the Board and the Meeting Minutes include recommendations on motioned items.
  - Mr. Carlini asked whether the CAC can reply to public comments on agendized items. Staff said Board rules prohibit responses to public comments.
  - Vice Chair Swire asked whether a body can recommend options that are not included in the agenda or staff report. Staff said that some degrees of freedom are allowable, depending on the agenda. Often, the TA will revisit an item in a second meeting depending on the initial discussion.
- **13) Member Comments/Requests**
  - Vice Chair Swire said that the packet includes a Board proposal to restructure the CAC and its recruitment process. He encouraged CAC members to review them. He said this could have a fundamental change to the CAC structure and membership. In addition, he said that the City of San Mateo just rejected a

proposal to remove the bike lanes next to four schools serving 10,000 students. The community turned out, including lots of young people, noting that this was a sea change in public opinion and how the community was changing. He informed that there was a protest in Burlingame over disappointment that District Attorney Stephen Wagstaffe refused to prosecute the driver who killed four-year-old Ayden Fang. He asked if others are interested in helping collect SB63 ballot signatures.

- Mr. Carlini said that he was struck by a hit-and-driver and it took him a year to get charges to the District Attorney (DA), who ultimately dropped the charges. He has had many similar experiences, even with strong evidence. He liked the City of San Mateo's interest in protected bike lanes in North Central and said that this will be costly and might not happen.
- Mr. Swire said that a Burlingame Police Department officer said that they have a policy of not ticketing drivers who hit people who walk and bike.
- Mr. Hedges agreed charges are too light for drivers that kill or harm people in San Mateo County. He said that he likes what Seattle is doing with transit, which has similar geography to the Bay Area. Seattle put light rail across a floating bridge, suggesting that something similar should happen at the Dumbarton crossing, which is owned by SamTrans. He also supports bike and walk paths at Dumbarton. He bemoaned the diversion of Regional Measure 2 money from Dumbarton to Bay Area Rapid Transit.

- **14) Date/Time of Next Regular Meeting: Tuesday, March 3, 2026, 4:30 pm**

Video - [https://samtrans.granicus.com/player/clip/1442?view\\_id=2&redirect=true](https://samtrans.granicus.com/player/clip/1442?view_id=2&redirect=true)