



TA Board of Directors

Meeting of March 5, 2026

Correspondence as of March 4, 2026

Subject

1. Public Comment: I can't make the CAC meeting, these are my comments. I hope they will be addressed.

From: [Giuliano](#)
To: [cacsecretary \[@smcta.com\]](mailto:cacsecretary [@smcta.com]); [Public Comment](#)
Subject: I can't make the CAC meeting, these are my comments. I hope they will be addressed.
Date: Saturday, February 28, 2026 5:24:54 PM

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This public comment is intended for both the CAC and TA.

I am on a trip, and can not make the meetings on Tuesday and Thursday. I hope these comments can be addressed.

CAC Item 5, Board Item 10a:

- Express Lane daily trips are up, and the speed has not changed. No mention of GP daily trips or speed. Why? **Why do we not track GP daily trips and speeds as KPI?** GP lane performance was the primary project goal used to "sell" this project to voters.
- **Props on showing paid tolls distribution.** This gives a much better picture of what is happening than just the average.
- **Where happened to the old style Heat Map of Managed and GP lane performance over time?** This makes this critical presentation of performance even less useful than before. We are now presented with even less information. For 2.5+ years I have been asking for the data underlying the prior heat map, data that would provide the insight on what actually happened, and that could be used in future project's analysis, like that for the 101 north of 380 project. Rather than providing that data, this report now provides even less information.
- **When will we be presented the underlying data?** If not in the packet itself, then by reference through a link to the web site. **Board agenda packets regularly include 100+ pages of financial data. Actual current and past operational performance data on our projects is at least as important.** As noted above, we should start with the existing 101 managed lanes south of 380 congestion data. Then add to that other Measure A & W goals and principles KPIs: VMT, GHG, pollution, safety, etc. Then commit to the same for the 101/92 connector. And then for every other future project. Require this for every future project proposal, and reject any which does not include the current metrics for these KPIs and explicit descriptions of how these metrics will be measured for the project after completion. **How do we know if a project succeeded if we do not measure Measure A and W goals and principles KPIs? How do we know whether we should approve or reject similar future projects if we do not know if the prior projects succeeded or failed?**
- **There were only 557 total Go Card participants. What are we doing for outreach?** 7.9% live below the poverty line. That's **at least 59000 people who are eligible** . Every one of these folks needs a Go Card. That's 100x what we have. We need a massive outreach program. **Where is the KPI for participation vs eligibility?**
- **70% of Go Card funds are used for public transportation.** Widening highways, even if it worked, helps primarily the wealthy, ignoring the less well off. **We need to be moving funds for highway widening and other projects that favor the wealthier to travel modes that work for everyone.**

CAC #7, Board #10c:

101/92 short term: this was an ill conceived project that will only increase congestion and decrease safety. It's in progress now, nothing that can be done about construction. When will we be tracking congestion, VMT, GHG, pollution, safety, and other Measure A & W goals and principle KPIs?

Managed lanes north of 380 and 101/92 longer term: it's time to kill these projects. It's clear these project can only increase VMT and GHG.

The board packet explicitly calls out the difficulty creating a traffic model to justify the 101 managed lanes project. Given the vast body of existing work, it's incredibly unlikely this can be done. Extending these projects just further wastes dollars better spent elsewhere. The GBI for example which will improve this arterial road surface AND promote VMT and GHG reduction by encouraging mode shift to mass and active transit.

Thank you,

giuliano

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Drive a bike a bit more often and cars a bit less. You'll be healthier and happier, and so will our world.

On Fri, Feb 27, 2026, at 3:17 PM, cacsecretary [@smcta.com] wrote:

Hello TA CAC Members,

An Amended packet has been posted to the [meeting's webpage](#) and linked below. An alternate location has been added.

Meeting Date / Time	Agenda Packet	Documents
Tuesday, March 3, 2026 at 4:30 PM	20260303 TA CAC Agenda Packet Amended (PDF, 563.79 KB)	TA CAC Correspondence as of February 13, 2026 (PDF, 24.63 MB)
For materials relating to the March 5, 2026 TA Board Meeting: https://www.smcta.com/meetings/2026/03/ta-board-directors-meeting		

Best,