



JULIA MATES, CHAIR  
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NOELIA CORZO  
ANDERS FUNG  
RICO E. MEDINA  
RAY MUELLER  
CARLOS ROMERO

APRIL CHAN  
EXECUTIVE DIRECTOR

# AGENDA

## San Mateo County Transportation Authority

### Community Advisory Committee (CAC) Meeting

June 2, 2026, 4:30 pm

Public Hearing Room, 5th Floor  
166 North Rollins Road, Millbrae, CA 94030

Members of the public may attend in-person at noticed location(s) or participate remotely via Zoom at <https://us02web.zoom.us/j/84208730806?pwd=4aelHr5XyJuKPgcwifo7UbhIny9cTM.1> or by entering Webinar ID: **842 0873 0806**, Passcode: **750979** in the Zoom app for audio/visual capability or by calling **1-669-900-9128** (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.smcta.com/video-board-directors>.

**Public Comments:** Written public comments may be emailed to [publiccomment@smcta.com](mailto:publiccomment@smcta.com) or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any CAC correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly CAC correspondence reading file, posted online at: <https://www.smcta.com/whats-happening/board-directors-calendar>.

Oral public comments will also be accepted during the meeting in person and through Zoom\* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Use the Raise Hand feature to request to speak. For participants calling in, dial \*67 if you do not want your telephone number to appear on the live broadcast. Callers may dial \*9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial \*6 to unmute themselves when recognized to speak.

Each public comment is limited to three minutes or less. The CAC Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

**SMCTA Community Advisory Committee Members:** Barbara Arietta (Chair), Mike Swire (Vice Chair), Giuliano Carlini, Nheeda Enriquez, John Fox, Richard Garbarino, Rich Hedges, Christopher Kao, Karen Kuklin, Sandra Lang, Gus Mattammal

**Staff Liaison:**  
Peter Skinner, Executive Officer, Transportation Authority

**CAC Secretary:**  
Alice Feng

**Tuesday, June 2, 2026**

**4:30 pm**

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1. Call to Order / Pledge of Allegiance
  2. Roll Call
  3. Public Comment for Items Not on the Agenda  
*Public comment by each individual speaker shall be limited to three (3) minutes.*
  4. Consent Calendar
    - 4.a. Approval of Minutes of the CAC Meeting of May 5, 2026 Motion

**SMCTA Board of Directors Meeting Agenda for June 3, 2026**

- 4.b. ***SMCTA Board Item – 5.b. Accept Quarterly Financial Report Fiscal Year 2026 Quarter 3 Results and Financial Outlook*** Motion  
Board Action: Motion
- 4.c. ***SMCTA Board Item – 5.c. Accept Capital Projects Quarterly Status Report for Fiscal Year 2026 Quarter 3*** Motion  
Board Action: Motion
- 4.d. ***SMCTA Board Item – 5.d. Accept US 101 Express Lanes Quarterly Update on Variable Rate Bonds and Express Lanes Performance*** Motion  
Board Action: Motion
- 4.e. ***SMCTA Board Item – 5.e. Programming and Allocating a Total of \$5,575,120 in Measure A Funds to the San Mateo County Transit District for its Paratransit Program and the Peninsula Traffic Congestion Relief Alliance for Commute.org’s Operations and Transportation Demand Management Monitoring Program*** Motion  
Board Action: Resolution
- 4.f. ***SMCTA Board Item – 5.f. Establishing the Appropriations Limit Applicable to the San Mateo County Transportation Authority During Fiscal Year 2027*** Motion  
Board Action: Resolution

Note: All items appearing on the agenda are subject to action by the CAC.

- |      |  |               |
|------|--|---------------|
| 4.g. | <b><i>SMCTA Board Item – 5.g. Programming and Allocating a Total of \$2,461,000 in Measure A Caltrain Category Funds to the Peninsula Corridor Joint Powers Board to be Used as Matching Funds for Three Grants Awarded through the Regional Transit Connections and Transportation Demand Management Programs, and to Fund Two Additional Local Projects</i></b><br>Board Action: Resolution  | Motion        |
| 4.h. | <b><i>SMCTA Board Item – 5.h. Programming and Allocating \$1,235,193 in Measure W Bicycle and Pedestrian Program Funds for the Fiscal Years 2027 and 2028 Safe Routes to School Program</i></b><br>Board Action: Resolution  | Motion        |
| 5.   | <b><i>SMCTA Board Item – 10.a. Adopting a Budget in the Amount of \$204,361,520 for Fiscal Year 2027</i></b><br>Board Action: Resolution   | Motion        |
| 6.   | <b><i>SMCTA Board Item – 11.a. Community-Based Organization (CBO) Bench Pilot Program</i></b><br>Board Action: Informational   | Informational |
| 7.   | <b><i>SMCTA Board Item – 11.b. Programming and Allocating a Total of \$20,520,000 in Measure A Caltrain Category Funds to the Peninsula Corridor Joint Powers Board for the San Mateo County At-Grade Crossings Enhancements Project Phase 1</i></b><br>Board Action: Resolution   | Motion        |
| 8.   | <b><i>SMCTA Board Item – 11.c. Programming and Allocating \$21,600,000 in Measure A Grade Separation Category Funds; Programming up to \$234,600,000 in Measure A Caltrain and Grade Separation Categories; and Programming up to \$87,000,000 in Measure W Local Safety, Pothole and Congestion Relief Improvements (Grade Separation) Category Funds for the Broadway Grade Separation Project</i></b><br>Board Action: Resolution | Motion        |
| 9.   | <b><i>SMCTA Board Item – 12.a. Legislative Update</i></b><br>Board Action: Informational   | Informational |
| 10.  | Report of the Chair  | Informational |
| 11.  | Report from Staff  | Informational |

Note: All items appearing on the agenda are subject to action by the CAC.

12. Member Comments / Requests

*Committee members may make brief statements regarding CAC-related areas of concern, ideas for improvement, or other items that will benefit or impact the SMCTA or the CAC.*

13. Date/Time/Location of Next Regular Meeting: Tuesday, July 7, 2026, at 4:30 pm

*The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Public Hearing Room, 5th Floor 166 North Rollins Road, Millbrae, CA 94030. Please see the meeting agenda for more information.*

14. Adjourn

## Information for the Public

All items appearing on the Transportation Authority (SMCTA) Board of Directors agenda are subject to action by the SMCTA Board. Staff recommendations are subject to change by the SMCTA Board.

If you have questions on the agenda, please contact the Authority Secretary at 650-551-6108. Assisted listening devices are available upon request. Agendas are posted on the SMCTA website at <https://www.smcta.com/whats-happening/board-directors-calendar>. Communications to the CAC can be emailed to [cacsecretary@smcta.com](mailto:cacsecretary@smcta.com).

*Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电1.800.660.4287*

### **Date and Time of Regular and Community Advisory Committee Meetings**

The Transportation Authority (SMCTA) Board of Directors meets regularly on the first Thursday of the month at 5:00 p.m. The SMCTA Community Advisory Committee (CAC) meets regularly on the Tuesday prior to the SMCTA Board meeting at 4:30 pm. Date, time and location of meetings may be changed as necessary. Meeting schedules for the Board and CAC are available on the SMCTA website.

### **Location of Meeting**

Members of the public may attend in-person or participate remotely via Zoom as per the information provided at the top of the agenda. Should Zoom not be operational, please check online at <https://www.smcta.com/whats-happening/board-directors-calendar> for any updates or further instruction.

### **Public Comment**

Members of the public may participate remotely or in person. Public comments may be submitted by comment card in person and given to the Authority Secretary. Written public comments may be emailed to [publiccomment@smcta.com](mailto:publiccomment@smcta.com) or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any CAC correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly CAC correspondence reading file, posted online at: <https://www.smcta.com/whats-happening/board-directors-calendar>.

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### **Accessible Public Meetings/Translation**

Upon request, the CAC will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 166 North Rollins Road, Millbrae, CA 94030; or email [titlevi@samtrans.com](mailto:titlevi@samtrans.com); or request by phone at 650-622-7864 or TTY 650-508-6448.

### **Availability of Public Records**

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 166 North Rollins Road, Millbrae, CA 94030, at the same time that the public records are distributed or made available to the legislative body.

**San Mateo County Transportation Authority  
Community Advisory Committee (CAC)**

**1250 San Carlos Avenue, San Carlos, California 94070**

**DRAFT Minutes of May 5, 2026**

**Members Present:** Giuliano Carlini, Nheeda Enriquez, Richard Garbarino, Rich Hedges, Christopher Kao (arrived at 4:44 pm), Karen Kuklin, Sandra Lang, Mike Swire (Vice Chair), Barbara Arietta (Chair)

**Members Absent:** John Fox, Gus Mattammal

**Staff Present:** N. Arshad, A. Feng, P. Gilster, C. Liao, J. Manzi, P. Skinner

**1. Call to Order / Pledge of Allegiance**

Chair Barbara Arietta called the meeting to order at 4:36 pm and Member Karen Kuklin led the Pledge of Allegiance.

**2. Roll Call**

Alice Feng, CAC Secretary, called the roll and confirmed a Committee quorum was present.

**3. Public Comment for Items Not on the Agenda - There were none.**

**4. Consent Calendar**

**4.a. Approval of Minutes of the CAC Meeting of March 31, 2026**

**TA Board of Directors Meeting Agenda for May 7, 2026**

**4.b. TA Board Item 5.b. – *Accept Quarterly Investment Report***

**4.c. TA Board Item 5.c. – *Accept Quarterly Reports for On-Call Contracts for Fiscal Year 2026 Quarter 3***

**4.d. TA Board Item 5.d. – *Increasing the Allocation of New Measure A Local Shuttle Program Funds for the Skyline College Daly City Bay Area Rapid Transit District (BART) Express Shuttle from \$304,136 to \$608,272 in the Fiscal Years 2026 and 2027 Shuttle Program***

Motion/Second: Hedges/Garbarino

Ayes: Carlini, Enriquez, Garbarino, Hedges, Kao, Kuklin, Lang, Swire, Arietta

Noes: None

Absent: Fox, Kao, Mattammal

**5. TA Board Item 10.a. - Programming and Allocating \$2,804,490 in Measure A Grade Separation Category and \$860,625 in Measure A Caltrain Category Funds for the South Linden Avenue/Scott Street Grade Separation Project's Preliminary Engineering and Environmental Clearance Phase**

Patrick Gilster, Director, Planning and Fund Management, provided the presentation/presented the staff report that included the following:

- Partnership between City of San Bruno and South San Francisco
- Value engineering process and optimized project alternative
- Reduced construction impacts, right-of-way (ROW) needs, and project costs
- Additional funding needs for preliminary engineering and environmental clearance
- Updated project schedule, cost estimates, and funding split recommendation

*Member Kao arrived at 4:44 pm.*

Staff provided further clarification in response to the Committee comments and questions, which included the following:

- Environmental review, flooding, and hydrology impacts from roadway lowering
- Phase-level preliminary engineering (PE)/environmental (ENV) costs versus total project cost and funding scope clarification
- Project prioritization relative to Broadway grade separation
- Cost escalation assumptions and long-term funding uncertainty, including Measure A outlook
- Traffic congestion relief, freight mobility, and air quality benefits
- Bicycle(bike)/pedestrian (ped) undercrossing access maintained at Scott Street in optimized design
- Local funding contributions and transportation impact fee potential
- Broadway crossing safety performance, crash data methodology, and improvement measures

Motion/Second: Hedges/Kuklin

Ayes: Carlini, Enriquez, Garbarino, Hedges, Kao, Kuklin, Lang, Swire, Arietta

Noes: None

Absent: Fox, Mattammal

**6. TA Board Item 11.a. – Fiscal Year 2027 Preliminary Budget**

Cleo Liao, Manager, Budgets, provided the presentation/presented the staff report that included the following:

- Measure A and W sales tax as primary funding source with stable growth
- Program allocations driving majority of expenditures for transportation programs
- Interest income supporting technical assistance, corridor programs, and Measure A reauthorization work
- San Mateo County Express Lanes Joint Powers Authority (SMEL JPA) debt service and external project costs fully offset by dedicated revenues

- Measure A reauthorization planning and long-term funding strategy

Staff provided further clarification in response to the Committee comments and questions, which included the following:

- Staff support increase, driven by 3.5 percent labor escalation and operational allocation; no new positions
- Bike/ped funding undersubscription and city grant participation gaps
- Bicycle infrastructure design quality and safety oversight concerns
- Technical assistance design review program and third-party review option for cities
- Bank and investment fee structure tied to cash management and sweep accounts, not portfolio losses
- Investment earnings versus administrative and banking fees
- City eligibility for active transportation funding through existing plans and general plan alignment
- Measure A interest income flexibility for strategic initiatives and program support
- Corridor Connect initiative purpose and linkage to state congestion corridor funding eligibility
- Technical assistance expansion and Measure A reauthorization support as funding priorities
- Coastwide corridor planning effort from San Francisco to Santa Clara County, early-stage development

#### **7. TA Board Item 12.a. – Legislative Update**

Nicole Arshad, Public Affairs Specialist, provided the presentation/presented the staff report that included the following:

Federal

- American Public Transportation Association (APTA) legislative conference visit to Washington D.C. by Chair Marie Chuang and April Chan, meetings with congressional delegation
- Fiscal Year 2027 (FY27) appropriation process underway, Transportation, Housing and Urban Development (THUD) markup May 21 and June 4
- \$3 million earmark request for Bay Trail San Francisco International Airport (SFO) Gap Closure Project
- \$105 million Infrastructure for Rebuilding America (INFRA) grants for United States (US) 101 and State Route (SR) 84 interchange project, funding release advocacy ongoing
- Surface transportation reauthorization expiring September 30, potential short-term extension
- Advocacy for increased funding for grade separation and highway safety projects including Broadway Grade Separation and Corridor Connect

State

- Sacramento advocacy trip by Chair Marie Chuang, San Mateo County Transit Authority (SMCTA) Chair Julia Mates, April Chan, and staff
- Focus on zero-emission bus funding and Broadway Grade Separation

- Governor May Revise budget update expected May 14
- Concerns over California Air Resources Board (CARB) proposal reducing Greenhouse Gas Reduction (GHG) Fund to \$2 billion annually
- Risk to transit funding programs including Transit and Intercity Rail Capital Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP)
- Monitoring Senate Bill (SB) 1087 regional planning modernization and California Environmental Quality Act (CEQA)-related changes

Staff provided further clarification in response to the Committee comments and questions, which included the following:

- State vehicle miles traveled (VMT) and GHG reduction policy alignment with proposed transportation legislation
- Concerns about bills potentially weakening Climate Action Plan for Transportation Infrastructure (CAPTI), VMT reduction, and climate goals
- Assembly Bill (AB) 1224, AB 2059, AB 2052, AB 2560 impacts and need for follow-up analysis
- AB 1412 road usage charge proposal and potential freight exemption implications
- AB 1557 electric bicycle (e-bike) regulation concerns and impact on mobility access and safety
- Illegal electric motorcycles (e-motos) enforcement versus e-bike policy focus
- Proposal for stronger SMCTA positions on selected state bills
- Bicycle highway funding and Active Transportation Program (ATP) program policy direction
- Highway Trust Fund long-term funding sustainability discussion
- Vehicle electrification, electric vehicles (EVs), and road usage charge fairness and implementation

## **8. Report of the Chair**

Chair Arietta presented the chair's report that included the following:

- Peninsula Corridor Joint Powers Board (Caltrain) ridership growth and post-electrification performance
- Financial stability challenges and rising fixed operating costs; regional funding gap and risk of future service reductions
- Connect Bay Area regional sales tax measure for transit funding
- State loan support for Bay Area transit operators
- Internal cost containment and revenue generation strategies
- Potential service impacts if funding is not secured

Staff provided further clarification in response to the Committee comments and questions, which included the following:

- Mass transit priorities and role of active/electric vehicle/autonomous vehicle modes
- Caltrain ridership growth, electrification, and funding gaps
- Regional/state/federal transit funding strategies and ballot measures

- Legislative impacts on VMT, GHG reduction, and CAPTI alignment
- E-bike safety regulation and enforcement of illegal e-motos
- Road usage charge policy and equity considerations
- Regional planning framework and interagency coordination

#### **9. Report from Staff**

Peter Skinner, Chief Officer, Transportation Authority, provided the report that included reminders to submit Way2Go pass forms, CAC meeting location planning and Millbrae audio-visual (AV) readiness, transit access, and parking logistics.

Staff provided further clarification in response to the Committee comments and questions, which included the following:

- Way2Go Pass distribution, Clipper 2.0 setup questions, and activation timeline
- Willow Road project design review and availability of plans
- Bicycle facility design standards, including Class 2 versus Class 4 infrastructure and user accessibility
- Bus lane versus protected bike lane tradeoffs and multimodal design concerns
- Intersection design approaches, including roundabouts versus traditional signalized systems
- Bus stop and shelter removal concerns and transit rider comfort priorities

#### **10. Member Comments/Requests**

The Committee Members provided comments that included the following:

- Transit funding support to prevent Caltrain and Bay Area Rapid Transit District (BART) service cuts
- Street safety and design concerns, including roundabouts and bike/ped improvements
- Rail crossing safety and grade separation priorities
- Clearer project communication and coordination across agencies

*Member Kao left at 6:30 pm.*

**11. Date/Time/Location of Next Regular Meeting:** Tuesday, June 2, 2026, at 4:30pm via Zoom and in person at the San Mateo County Transit District, Public Hearing Room, 5<sup>th</sup> Floor 166 North Rollins Road, Millbrae, CA 94030, or potentially San Carlos (location to be confirmed).

**12. Adjourn** - The meeting adjourned at 6:34 pm.



**Date:** May 29, 2026  
**To:** Community Advisory Committee  
**From:** Barbara Arietta  
**Subject:** Report of the Chair

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### **Electric bicycles (E-bikes) Impact on San Mateo County:**

The e-bike experience over the past few years in San Mateo County has sparked a public health and safety crisis. While precise countywide totals for all minor collisions aren't entirely published, a major spike in severe high/speed collisions—notably those involving illegal, modified e-bikes and electric motorcycles (e-motorcycles/e-motos) ridden by youths has driven a wave of new safety regulations.

### **Recent Incident and Fatalities**

- **High-Profile Fatalities:** Tragic accidents have deeply impacted the community, including a four year old Burlingame boy who died in a chain reaction e-bike crash and a 16-year-old Menlo-Atherton High student who collided with a car.
- **E-Motorcycle vs e-Bikes:** A 16-year-old student from Montara tragically died after crashing an unclassified, off-highway electric motorcycle into a box truck at speeds over 50 miles per hour (mph) on Highway 1 in Half Moon Bay.
- **Hospitalization Spikes:** Trauma centers across California note that e-bike injuries result in hospitalization much more frequently than conventional bicycles, often yielding severe orthopedic and neurological damage.

### **What Is Being Done About the Safety of E-Bike Use In San Mateo County?**

San Mateo County and its cities are tackling the surge in e-bike use with a mix of safety education, localized pilot programs and coordinated legislative efforts to crack down on reckless riding and illegally modified high speed bikes.

#### **Individual Cities:**

- Because city-by-city rules vary, municipalities are focusing heavily on public awareness and clarifying the law for youth.

San Mateo and Millbrae:

- Police and Sheriff's departments are leading educational campaigns that emphasize helmet laws, restrict Class 3 e-bikes to riders 16 and older, and enforce bans on e-bikes (and traditional bikes) in most downtown sidewalk areas.

Half Moon Bay:

- The city has published specific visual comparisons between legal e-bikes and e-motos. They explicitly mandate that unauthorized motor vehicles are prohibited from public roads, requiring riders to be 16 plus and possess a license.

General Enforcement:

- Across most of the county, cities are issuing citations for sidewalk violations and unsafe riding, while working to educate parents on keeping e-bikes to designated bike lanes and roads.

**Legislative and Safety Response:**

Board of Supervisors:

- The San Mateo County Board of Supervisors is currently developing a unified countywide e-bike safety ordinance. The legislation is spearheaded by Supervisors Jackie Speier and Ray Mueller.
- The Proposed Ordinance: The pending county legislation would create consistent "E-Conveyance" rules across unincorporated areas. It explicitly bans riders on sidewalks (with potential exceptions for young minors), prohibits unsafe maneuvers (like "wheelies") and standardizes rules for helmets, lights, and reflectors.
- Penalties and Impoundment: The proposed rules implement progressive fines ranging from \$100 to \$500 for repeat offenses, Youth diversion programs, and safety courses are being built into the framework to help educate rather than strictly penalize young riders.

**State Action:**

Assembly Bill (AB) 2595:

- Assembly Woman Diane Papan (D-San Mateo) is tackling the crisis at the state level to give local communities better tools for enforcement. She introduced AB 2595. - (E-Bike Pilot Program) which authorizes San Mateo County and its cities to prohibit children under 12 from operating Class 1 and Class 2 e-bikes. It requires a 60-day waiting period, followed by a \$25 fine or safety training and makes parents jointly responsible for minor violations.

AB 1557:

- AB 1557 (Power Loophole) is designed to close loopholes that allow high-speed, moped-like vehicles to be marketed and sold as regular e-bikes. It clarifies the definition of an e-bike, capping maximum peak motor power at 750 watts, ensuring dangerous machines are taken off bike paths and forcing them to adhere to appropriate vehicle and licensing laws.

**SMCTA's Potential Contribution:**

While the SMCTA primarily focuses on funding and planning large scale-transit, highway and bicycle/pedestrian infrastructure, it can directly impact the crisis through the following:

1. Infrastructure Modifications: It can allocate "complete streets" and protected, physical separation for bike and micromobility lanes to keep fast moving e-bikes solely away from pedestrians.
2. Safe Route To School Programs:
  - The SMCTA can fund and expand educational programming at the local school district level, encouraging safe riding habits and proper device classification.
3. Data Collection: The SMCTA can facilitate and fund studies(similar to recent Mineta Institute Reports) to assess rider behavior and collision zones to help cities enforce the law.

**Report Finding:**

The surge in youth injuries and a few tragic fatalities has triggered a major countywide response within San Mateo County. With the increase of e-bikes in our communities, we are seeing more injuries. People are getting hurt, and hurt badly. Getting law enforcement agencies to have consistent regulations and laws to enforce will be necessary in addressing the safety issue countywide.

Prepared By: Barbara Arietta SMCTA CAC Chair 5/25/2026