

**TA**

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**as of 1-26-2024**



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January 19, 2024

Caltrans District 4  
111 Grand Avenue  
Oakland, CA 94623-0660  
Attn: Becky Frank and Stephen Conteh

APRIL CHAN  
EXECUTIVE DIRECTOR

RE: Letter of Support for County of San Mateo Transportation Infrastructure Adaptation and Resilience Improvement Plan

Dear Ms. Frank and Mr. Conteh,

On behalf of San Mateo County Transportation Authority (TA), I write in support of the County of San Mateo's (County) application for the Transportation Infrastructure Adaptation and Resilience Improvement Plan (Project). This Project will build on the efforts of current and past climate adaptation planning to advance transportation infrastructure adaptation needs and strategies across the County. The Project will plan customized solutions to address the impacts of climate change and identify recommendations to improve access, safety and reliability on local roads and public transit assets within the County.

San Mateo County is one of the most at-risk counties in the country with respect to the impending consequences of sea level rise. Additionally, the County faces increased levels of flooding and erosion from extreme rain events. The Project will review transportation-related climate vulnerabilities previously prepared by the County and identify adaptation projects and strategies for enhancing transportation infrastructure and design. This will position the County to more effectively implement projects to enhance climate resiliency of the transportation network.

As the primary transportation funding agency in San Mateo County, the TA supports every effort to preserve and enhance our multimodal transportation system. The Measure A and Measure W transportation sales tax expenditure plans and our TA Strategic Plan further our commitment to creating sustainable, resilient infrastructure and our goals greatly align with the intent of this application to serve our most vulnerable communities.

The TA looks forward to collaborating with the County on the development of this project that takes an active role in advancing climate change adaptation efforts on the region's transportation system. We hope you will consider it for funding. If you have any questions, please contact Government and Community Affairs Director Jessica Epstein at [epsteinj@samtrans.com](mailto:epsteinj@samtrans.com).

Sincerely,

A handwritten signature in blue ink, appearing to read 'April Chan', is written over the typed name and title.

April Chan  
Executive Director

Cc: San Mateo County Transportation Authority Board of Directors

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
1250 San Carlos Avenue  
San Carlos, CA 94070 (650) 508-6200

**From:** [Mike Swire](#)  
**To:** [cacsecretary \[@smcta.com\]](mailto:cacsecretary[@smcta.com]); [Board \(@smcta.com\)](mailto:Board [@smcta.com])  
**Subject:** MTC Board rejects funding for highway widenings through future transportation revenue measures  
**Date:** Friday, January 26, 2024 11:19:34 AM

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Dear Members of the SMCTA Board and CAC,

Thank you for your service to the people of SM County. I wanted to forward you this article on transportation funding in the Bay Area.

This week, the [MTC Legislative Committee, headed by SMC Supervisor David Canepa, rejected staff's proposal to include highway widenings](#) in MTC's planned regional transportation revenue measure. Almost 50 members of the public attended and commented in opposition to the staff's widening proposal. These included SM County residents, environmental and transportation organizations, transit labor unions, housing groups, and others.

It is obvious that there is a lot of community passion around highway widenings and this merits further discussion by SMCTA.

Mike Swire  
CAC Member  
(speaking as an individual)

## [FREEWAY WIDENINGS](#)

# MTC Backs Off Highway Widening After Outpouring of Community Opposition

It was a clear signal that Bay Area voters want transformational investments in safe, reliable, and accessible transportation for all, not status quo proposals that reflect outdated thinking at odds with

our region's climate and equity values.

6:37 PM PST on January 25, 2024



Photo by [Caltrans](#) of their latest widening project, the 101 'express lanes'

By  
Zack Deutsch-Gross

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The evening before the January 24, 2024, hearing to finalize language for a regional transit funding measure, we got an unwelcome surprise. The

Metropolitan Transportation Commission's staff report on the measure, which aims to raise revenue to improve public transit and active transportation, added new language recommending funds be used to add freeway capacity as well.

Fortunately, [TransForm and our allies](#) were able to activate our lists, and with the help of our supporters and partners, turned out over 50 people to speak out in support of public transit, walking, and biking and in opposition to using any of the new funds for highway projects.

Here's how it unfolded.

## **Funding new freeway lanes**

TransForm, as part of the Voices for Public Transportation (VPT) coalition, has been working for over five years to advance a regional transportation measure that prioritizes transformative investment in transit operations, walking, and biking.

After working with MTC staff to build consensus throughout the Bay Area on the regional measure concept – including ensuring a focus on public transit operations – we found out in January that MTC was planning to include highway widening in its regional transportation measure concept. Knowing that this would undermine public transit investments, climate

goals, and voter support for the measure, we sprang into action, working with partners to mobilize [over 20 groups to sign onto a letter opposing highway widening](#).

However, on the eve of the final hearing to approve the measure concept on January 24th, MTC released a [staff report that supported highway widening as long as they were managed lanes](#) – lanes that are tolled or otherwise restricted in terms of vehicle occupancy, such as high-occupancy vehicle lanes or transit-only lanes.

## **A groundswell of public pressure**

As soon as we saw the staff report, we mobilized. With less than an hour to go before the MTC meeting started, we emailed our supporters, asking them to attend the meeting on Zoom and speak out against using regional measure funds to add freeway capacity.

More than 50 people gave public comment on the measure, many more than usually attend MTC meetings. Almost every speaker asked the commission not to follow the suggestion of the staff report.

In the end, MTC approved the [concept and vision](#) for the regional transportation funding measure without the staff recommendation to support freeway

widening. This was a major victory for advocates who have been [working with the commission](#) to craft the best possible language for the enabling legislation. VPT was instrumental in defeating this last-minute change.

The proposed measure aims to advance a climate-friendly Bay Area transportation system that is safe, accessible, and convenient for all. This includes preserving and enhancing public transit service; making transit faster, safer, and easier to use; repairing local streets and roads; and improving mobility and access for all people, including pedestrians, bicyclists, and scooter and wheelchair users.

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*A version of this post first ran on the [TransForm blog](#).*

**From:** [Charlsie Chang](#)  
**To:** [Board \(@smcta.com\)](mailto:Board (@smcta.com))  
**Subject:** EPX Launch Party - February 9th  
**Date:** Tuesday, January 23, 2024 4:16:09 PM  
**Attachments:** [Outlook-say35zmw](#)

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Chair Romero, Vice Chair Mates, and Directors,

SamTrans is excited to announce the upcoming launch of the East Palo Alto Express (EPX), our new express route operating every 45-minutes with service from East Palo Alto through Belle Haven, Redwood City, the SFO Airtrain, San Bruno BART, and Downtown San Francisco.

**We are planning an EPX Launch Party and media event on Friday, February 9 from 10:00 a.m. – 11:00 a.m. at the SamTrans bus stop at Ravenswood 101 Shopping Center, in front of Cardenas Market (E Bayshore Road & Donohoe Street, East Palo Alto). We would be delighted if you could participate.**

Please RSVP in advance: <https://www.eventbrite.com/e/epx-launch-party-tickets-800317510217>

**Charlsie Chang (she/her)**

**Government & Community Affairs Officer**

1250 San Carlos Ave., San Carlos, CA 94070

Office: (650) 551-6172 Cell: (650) 647-3494

Websites: [SamTrans](#) | [TA](#)





**From:** [Giuliano](#)  
**To:** [Board \(@smcta.com\)](#)  
**Cc:** [Mike Swire](#)  
**Subject:** Please align future TA project direction with Calbike's 2024 People-First Mobility Budget for California  
**Date:** Monday, January 22, 2024 1:17:31 AM

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SMCTA Board, climate change is real, public health issues are real, lack of vibrant city centers and neighborhoods is real, DEI issues are real, child autonomy issues are real, as are a host of other issues. Making active transport and mass transit the preferred transit modes, and making private car travel a secondary mode, are a huge part of solving all these issues.

Please adopt a framework as far in line with CalBike's [2024 People-First Mobility Budget for California](#) as is possible. Clearly, the TA is not the state, and operates under different legal frameworks and requirements, and perhaps can not adopt all the parts of this budget as written. But, it can certainly align with this budget to the degree that the law permits:

- Provide zero funding for increased highway capacity. In particular all highway widening projects, including on/off ramps, interchanges, HOV, HOT, Toll, and other managed lane projects.
- Prioritize funds for projects that focus on active transit and other VMT reducing elements.
- Prioritize funds for Transit Priority Corridor projects, and similar projects.
- Prioritize project that maintain and repair roads.
- Prioritize projects that will improve infrastructure historically underserved areas.

Thank you,

<https://www.calbike.org/2024-people-first-mobility-budget-for-california/>

Thanks,

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.

Reach out if you'd like to learn to cycle more safely ([LCI #7105](#)).

<https://bikesiliconvalley.org>

<https://www.peopleforbikes.org/news/your-bike-advocacy-playbook>

**From:** [Erica Engle](#)  
**To:** [Board \(@smcta.com\)](#)  
**Subject:** More funding for bikes and people not cars  
**Date:** Saturday, January 20, 2024 4:53:53 PM

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Please do not direct funding to freeways and cars. More funds for bike infrastructure and pedestrian infrastructure.

Thank you