

**San Mateo County Transportation Authority
1250 San Carlos Avenue, San Carlos, California**

**Community Advisory Committee (CAC)
Meeting Minutes**

November 5, 2024

**Members Present:
(In Person)** I. Bucio (arrived at 4:39 pm), G. Carlini, N. Enriquez, J. Fox (Vice Chair), R. Hedges, K. Kuklin, S. Lang, J. Londer, G. Mattammal (arrived at 4:33 pm), P. Ohtaki (arrived at 4:38 pm), M. Swire

**Members Present:
(Via Teleconference)** None

Members Absent: B. Arietta (Chair)

Staff Present: P. Skinner, P. Gilster, M. Wright Petrik, J. Manzi, K. Beltz, S. Atkinson, J. Brook

1. Call to Order/Pledge of Allegiance

Vice Chair John Fox called the meeting to order at 4:31 pm and led the Pledge of Allegiance.

2. Roll Call

Jean Brook, CAC Secretary, called the roll and confirmed that a quorum was present.

3. Public Comment for Items Not on the Agenda

There were no comments.

4. Consent Calendar

4.a. Approval of Minutes of the CAC Meeting of October 8, 2024

4.b. Approval of 2025 TA CAC Meeting Calendar

TA Board Meeting Agenda for November 7, 2024

4.c. TA Board Item 7.b Acceptance of Statement of Revenues and Expenditures for the Period Ending September 30, 2024

4.d. TA Board Item 7.c Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook

4.e. TA Board Item 7.d Accepting the Countywide Automated Vehicles Strategic Plan

4.f. TA Board Item 7.e Adopting the Amended Conflict of Interest Code

Motion/Second: Hedges/Kuklin

Ayes: Carlini, Enriquez, Fox, Hedges, Kuklin, Lang, Londer, Mattammal, Swire

Noes: None

Absent: Arietta, Ohtaki, Bucio

5. TA Board Item 7.a Approval of Minutes of the Board of Directors Meeting of October 10, 2024

There were no comments.

6. TA Board Item 12.a 2024 Joint Cycle 7 Pedestrian and Bicycle Program and Cycle 2 Alternative Congestion Relief/Transportation Demand Management Calls for Projects Draft Recommendations

Sue-Ellen Atkinson, Manager, Planning and Fund Management, provided the presentation.

Vice Chair Fox asked what ITS stands for, which Ms. Atkinson was Intelligent Transportation System.

Nheeda Enriquez asked why some of the smaller programs were undersubscribed. Ms. Atkinson said for ped/bike program that project costs are increasing and projects under \$1 may not be the critical for cities to be moving forward, or projects costing over \$2 million on the ACR/TDM (Alternative Congestion Relief/Transportation Demand Management). Patrick Gilster, Director, Planning and Fund Management, said the amount was set low for ACR/TDM with the intent of addressing smaller projects.

Mr. Swire asked what the cap was, and Ms. Atkinson said it was \$2 million. She said if the project is estimated to cost more than \$2 million, there are other funding sources available. She noted the strategic plan will increase this limit to \$3.5 million and it has a 10 percent match requirement.

Gus Mattammal said on the Mid-Coast, the Farallon View School has safety issues since there are no sidewalks; he asked who he could talk to about funding such a project. Mr. Gilster said that the Safe Routes to School program provides walking audits and infrastructure assessments.

Giuliano Carlini asked about the minimum technical requirements for bike projects. He said he thinks that some of the projects such as Class II bike lanes on busy roads are not adequate. He expressed that the TA should have stricter rules on what they will and will not support. Ms. Atkinson said that they use the FHWA (Federal Highway Administration) Bikeway Selection Guide for guidance on appropriate solutions. She said if projects do not meet these guidelines, explanations are required. Mr. Carlini said he would like to see projects meet NACTO (National Association of City Transportation Officials) All Ages & Abilities requirements, which Ms. Atkinson said is not always possible given project-specific conditions. Mr. Carlini said he would like to see teeth on bike standards, not just recommendations. Ms. Atkinson said they are proposing in the strategic plan to provide technical assistance to help jurisdictions with identifying and proposing projects that are the right fit for a roadway while acknowledging that the facilities that are recommended need to fit in the available right of way that the roadway has.

Sandra Lang asked what the metrics were on the high construction costs, noting that some project applications were refused for high costs. Ms. Atkinson said they are looking at raising the cap to \$3.5 million to decrease the funding gap. She said they are capping the amount of funding that is provided, not project costs.

Mr. Carlini said re walking audits that there are no audits being done on car infrastructure. He asked if the audits are legally mandated. Ms. Atkinson said they are not legally mandated, but provide different perspectives on transportation. Mr. Gilster said there are a number of programs that are free to cities that help to identify prospective improvements on bike networks.

Vice Chair Fox noted they were undersubscribed in the smaller project category and oversubscribed in the larger project category. He said he was concerned that by funding all projects, the TA is not eliminating some lower-quality projects and is not asking applicants to improve their requests. Ms. Atkinson noted the evaluation committee did not identify any projects that did not merit funding.

Mr. Swire agreed with Vice Chair Fox's interest in attracting better projects. He also suggested that the TA increase the funding match requirement higher than 10 percent, as this would free up TA money for more projects and increase buy-in from cities to improve project quality.

Mr. Carlini said some of the alternative traffic projects that are geared to car traffic should come out of a local roads bucket instead of alternative traffic. Ms. Atkinson said what they typically see in these types of projects is congestion relief, which is directly related to the program because it is possible to time the signals and also to have the incident response. Mr. Carlini asked if the city is planning to work on a roadway are the funds restricted to assisting pedestrians/cyclists or can they be applied to the whole roadway; Ms. Atkinson confirmed that the funds are restricted to bike/ped.

Ms. Atkinson said Option 1 was for the bike/ped program is to keep consistent with the advertised funding and Option 2 was for funding everything using the allocated funding. In an informal poll, eight members agreed with staff's recommendation for Option 2 (funding additional projects) for both the bike/ped projects and ACR/TDM projects.

7. TA Board Item 12.b Strategic Plan 2025-2029 Public Review Draft Release

Mr. Gilster provided the presentation.

Ms. Lang asked if external collaborations will be included in the draft document regarding the Grand Boulevard Initiative. Mr. Gilster said that SamTrans is leading that effort.

Mr. Hedges asked what percentage of Measure A funds go toward grade separations, and Peter Skinner, Executive Officer, Transportation Authority, said 15 percent.

Mr. Swire said he had some higher-level questions that were not addressed in the plan. He said VMT (vehicle miles traveled), pollution, and mode share metrics would be helpful if they were incorporated. Mr. Gilster said they would bring that item back next year.

Peter Ohtaki said regarding Dumbarton asked for clarification that there is not enough funding to do the project. Regarding grade separations, Mr. Gilster said they would need to go back to the Board if they need to max out the Measure A funding. Mr. Ohtaki asked if they needed to get MTC (Metropolitan Transportation Commission) on board to obtain more state and federal funding. Mr. Gilster said they are competing against BART, which is seeking funding for a second transbay tube. Mr. Ohtaki said the plan might consider having a strategy to support getting more funding. Mr. Gilster said actually obtaining the funding is up to the sponsors. Mr. Ohtaki asked what was the strategy around EVs (electric vehicles). Mr. Gilster said the Peninsula Shuttle Study covered EVs, but it would require a sponsor to upgrading their infrastructure.

Mr. Carlini said there appeared to be a divergence between Measures A and W. Mr. Gilster said the TA owns all of Measure A and SamTrans owns Measure W.

Vice Chair Fox said it was necessary to be careful about co-locating projects, such as on the Dumbarton Corridor.

Mr. Carlini asked how the TA is letting the public know the importance of the plan. Mr. Gilster said the public will be notified with publicly noticed meetings and online promotional materials. Mr. Skinner said they rely heavily on their existing contacts, especially those in the stakeholder outreach group and community-based organizations.

Ms. Lang said there was very little public education about Measure W and suggested more outreach and educational materials be available for the public.

8. TA Board Item 3 Legislative Update

Mr. Skinner provided a summary of federal, state, and regional legislation. He said the federal and state legislatures are in recess and there would be more information following Election Day.

9. Report of the Chair

Vice Chair Fox summarized Chair Barbara Arietta's report, which was included in the packet:

The Bay Area Toll Authority (BATA) is considering a toll increase and other toll policy changes for the Bay Area's seven state-owned bridges. If approved by BATA later this year, the changes would take effect beginning Jan 1, 2026. Two of these bridges, the San Mateo-Hayward Bridge and the Dumbarton Bridge service high numbers of San Mateo County commuters. In order to avoid a large increase in a single year, the proposed toll increases would be phased in over five years. The Bay Area Toll Authority is inviting the public to come and speak about these proposed changes.

PUBLIC HEARING:

There will be a public hearing on Wednesday, November 20, 2024 at 9:35 am to hear testimony about the proposal from Bay Area residents, businesses and other interested parties. Members of the public will be able to participate via Zoom or in person at the Bay Area Metro Center, 375 Beale St, San Francisco, CA, 94105. Public Comment will be accepted from November 4, 2024 through December 3, 2024 at 5 pm. Oral testimony will be received until the close of the public hearing on November 20, 2024.

10. Report from Staff

Mr. Skinner said the Executive Director's report was in the packet.

11. Member Comments/Requests

Mr. Hedges said the toll for all state-owned bridges will increase to \$8.00 starting January 1, 2025.

Mr. Swire encouraged the members to check out the Transit app. He also mentioned a recent article in the *San Francisco Chronicle* regarding lane widening's effect on traffic congestion that he said he would circulate.

Karen Kuklin thanked Mr. Gilster for the thoroughness of the plan in reflecting and balancing the needs of constituents.

Vice Chair Fox said the strategic plan should reflect changing technologies.

Gus Mattammal said he thanked the CAC for their efforts to serve their community.

Mr. Ohtaki said the strategic plan is an opportunity to think big and think about the long term. He said he views the plan as a marketing document.

12. Date/Time of Next Regular Meeting

Chair Arietta announced that the next meeting would be held on Tuesday, December 3, 2024, at 4:30 pm in person at the SamTrans Auditorium and via Zoom teleconference.

13. Adjourn

The meeting adjourned at 5:57 pm.

An audio/video recording of this meeting is available online at <https://www.smcta.com/video-board-directors>. Questions may be referred to the CAC Secretary's office by phone at 650.551.6108 or by email to cacsecretary@smcta.com.