



TA Community Advisory Committee
Meeting of September 1, 2026

Correspondence as of August 28, 2026

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8. L.A. Metro receives \$893 million FTA grant to support new 6.7 mile East San Fernando Valley light rail project

From: [Richard Hedges](#)
To: [Board \(@smcta.com\)](#); [cacsecretary \[@smcta.com\]](#)
Subject: CA: Bay Area tax measures to bail out transit agencies faces lawsuit over "misleading" ballot language
Date: Thursday, August 20, 2026 1:44:10 PM
Attachments: [image001.png](#)

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MASS TRANSIT.

- **MANAGEMENT**

MANAGEMENT

CA: Bay Area tax measures to bail out transit agencies faces lawsuit over 'misleading' ballot language

A group of Bay Area voters filed a lawsuit this week over a November regional sales tax measure that would fund struggling transit agencies, asking a judge to strike what they consider to be “misleading” and “biased” language from the ballot initiative.

By Grace Hase

Source The Mercury News (TNS)

Aug. 20, 2026

A group of Bay Area voters filed a lawsuit this week over a November regional sales tax measure that would fund struggling transit agencies, asking a judge to strike what they consider to be “misleading” and “biased” language from the ballot initiative.

In the lawsuit, which was filed in Santa Clara County Superior Court on Monday, the group alleges the measure was written to favor a yes vote in violation of election law.

“It reads like a commercial for the tax, and that’s just not right,” said Marc Joffe, one of the plaintiffs and the treasurer of Committee for Affordable Bay Area Transit — a group that is opposing the measure.

If it passes, the measure would raise the sales tax rate by 0.5% in Santa Clara, San Mateo, Alameda and Contra Costa counties, and by 1% in

San Francisco, with a majority of the funds going to fund bus, train and ferry lines. The remaining dollars would fund other transit infrastructure and rider improvements.

Supporters of the measure say the tax is critical to preserving transit in the region and without it, transit agencies would close stations and cut service. The measure needs a simple majority of votes across all five counties combined to pass.

The ballot language challenged in the lawsuit was approved last month by the Public Transit Revenue Measure District — a governing body of Metropolitan Transportation Commission members created to oversee the measure. The list of changes the plaintiffs have asked a judge to make includes cutting claims that the tax increase will “prevent major service cuts” and “preserv(e) BART.”

“What are ‘major service cuts’ to one person might not be ‘major service cuts’ to another person,” the group argues in the lawsuit.

Rebecca Long, a spokesperson for MTC, said in a statement that the ballot language and the impartial analysis that will appear in the voter guide, “were prepared in accordance with California election law, and the District will defend them on the schedule the court sets.”

The opponents asked a judge to make a ruling by Aug. 28 — the day the Santa Clara County Registrar of Voters has set as its printing deadline for ballots and voter guides.

The lawsuit mirrors similar legal challenges mounted against tax measures in recent years.

Last year, a group of local taxpayer advocates filed a lawsuit to block a general sales tax measure in Santa Clara County, while also contesting the ballot measure text. A lawsuit filed earlier this year in Contra Costa County sought changes to the wording of a ballot measure that would increase the sales tax. A judge ruled in favor of changing some of the language in both cases.

Joffe, who is also president of the Contra Costa Taxpayers Association, attributes the misleading ballot measure language to polling firms that

test different language on voters to see what might be the most successful. He said while it is reasonable to help craft a ballot argument, it isn't acceptable in the ballot text itself; that's supposed to be neutral.

"You should not know what the opinion is of the of the writer of the 75-word statement," he said. And yet pretty much you look at every single thing on the ballot that's a tax or a bond and it always reads in a very biased way towards the proponents."

The proposed sales tax increase comes as Bay Area transit agencies feel the lingering effects of the COVID-19 pandemic, which saw ridership numbers plummet. Gov. Gavin Newsom announced a \$590 million bailout earlier this year to help stave off cuts to Caltrain, Muni, AC Transit and BART, but the money was meant as a temporary stopgap while agencies weighed long-term solutions, like the regional transit measure.

BART has warned that without the tax, it may need to close between 10 and 15 stations and two lines, while CalTrain might have to cut weekend service and end weekday service after 9 p.m.

Jeff Cretan, a spokesperson with Connect Bay Area, the group backing the measure, declined to comment on the lawsuit as they weren't named as a party.

"Our focus right now is explaining to voters that if we don't pass this measure, there will be catastrophic cuts to public transit that will hurt communities in all five counties," he said.



Hebrews 13: 2; Do not forget to show hospitality to strangers, for by so doing some people have shown hospitality to angels without knowing it.

(Acts 4:32) And yet again: "Great grace was upon them all. Neither was there any among them that lacked: For as many as were possessors of lands or houses sold them, and brought the prices of the things that were sold, and laid them at the Apostles' feet: And distribution was made unto every man according as he had need." (Acts 4:33-35)

"Whenever and wherever societies have flourished and prospered rather than stagnated and decayed, creative and workable cities have been at the core of the phenomenon... Decaying cities, declining economies, and mounting social troubles travel together. The combination is not coincidental." *Jane Jacobs*

"Throughout ancient history, cities have outlasted the empires that governed them. Ask yourself, are there any great countries that do not contain a great city? The answer is no. In fact you cannot imagine any stable state without a stable city. We talk about state-building when we should be talking about city-building." *Parag Khanna*

"The veneer of civilization is paper thin – we are its guardians and we can never rest." *Congressman Tom Lantos*

**I firmly believe that before many centuries more, science will be the master of man. The actions he will have invented will be beyond his strength to control.
Henry Adams April 11, 1862**

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Sent: Thursday, August 20, 2026 8:22 PM
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gboles@chp.ca.gov; chris.clark@santacruzcountyca.gov;
petition@safecorridorinitiative.com
Subject: An ask of the electeds — don't endorse a "Longer Term" label on the 35/84/9 corridor
— a constituent request

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<https://aka.ms/LearnAboutSenderIdentification>]

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To the elected council members, supervisors and legislators on this list:

You have already heard from me about making Highways 35, 84 and 9 a safe corridor. Everything in that ask still stands — I am adding two immediate ones.

It has come to my attention that you may be about to endorse Supervisor Ray Mueller's South Coast Traffic Advisory Panel recommendations. Please read them before you do. Once they are endorsed they become the de facto plan for this corridor, and every future request gets measured against them — so a weak document becomes the ceiling. They fall far short of what we need. Three asks:

ASK 1 — Strike "Longer Term." The answer is NOW.

The safety review and the systemic changes it will demand have been consigned to "Longer Term." That is the sentence I am asking you to strike. Please don't accept a stronger commitment to "Longer Term." Insist the section be retitled NOW. Endorse it only once it reads NOW.

ASK 2 — Put sheriff's traffic deputies on Saturday and Sunday.

Saturday and Sunday go unenforced on this corridor. 2a — Woodside can request it immediately under its current agreement — that contract names no day of the week, so weekend rostering is available today if the Sheriff agrees. Portola Valley cannot patrol these highways, but it can formally back the request for the residents it sends onto them. 2b — Then amend it, this year, so weekend coverage survives turnover and budget cycles. Neither ask increases the cost of the contract. And to the Sheriff: this needs your agreement on both counts. Please give it.

ASK 3 — Caltrans: tell us what you intend to do, and how you will decide it.

For each problem section on 35, 84 and 9, publish what Caltrans intends to do, what it has ruled out and why, and the date attached to each determination. We are not asking to be consulted again. We are asking to be told what you intend. Hand the community a plan to critique. That is a real consultation; the alternative is theatre. Make it accountable: who decides, by when, and how the public sees the outcome.

The label has to read NOW, the weekend has to be covered, and Caltrans has to publish what it intends. That is the whole ask.

I have seen and heard way too many speeding cars along skyline, watched unsafe passings and close calls. The speeding really needs to stop.

Respectfully,
Marlene Scherer Stern — Woodside

I'm one of the residents behind the Safe Corridor Initiative for Highways 35, 84 and 9.

Everything we've documented on this corridor:

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafecorridorinitiative.com%2F&data=05%7C02%7Ccacsecretary%40smcta.com%7Caf7749f4e3de47135b8908deff33946e%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639228797623022065%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoITWFPbCIsIldUIjoyfQ%3D%3D%7C40000%7C%7C%7C&sdata=xIsKSiM99z1hTTZxnvEFIRtjwml%2FXXeQl0p2Fh1ocxU%3D&reserved=0>

From: [Richard Hedges](#)
To: [Richard Hedges](#)
Subject: KC Streetcar's wild success will keep building a unified
Date: Sunday, August 23, 2026 3:13:02 PM

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OPINION Sly James:

KC Streetcar's wild success will keep building a unified city |

Opinion By Sly James Special to The Kansas City Star August 23, 2026
5:05 AM

Gift Article Critics said the streetcar was outdated and nobody would ride it. Ridership quickly outpaced the highest projections. File photo There have been, and will always be, critics who oppose the bold steps required to move our city forward. **You might call them CAVE people — Citizens Against Virtually Everything.** Not so long ago, our children couldn't get away fast enough from a city they saw as failing. Today, they see Kansas City highlighted on national television as we host the NFL Draft and the World Cup. They saw us selected for Google Fiber's flagship experiment, and they see a booming metropolis they actually want to come home to. That transformation was not an accident.

Without the vision and momentum anchored by the Kansas City Streetcar Authority under the astute leadership of Tom Gerend, Kansas City would not have secured the World Cup, the NFL Draft, NCAA championships, major conventions, private investments, a vibrant new hotel or a world-class airport terminal. TOP VIDEOS That isn't speculation. It is a fact that repeatedly came up in direct negotiations with organizers during those site selection bids. When we first proposed the KC Streetcar, critics lined up to offer predictions that aged rapidly: "No one will ride it." They were wrong. Ridership quickly outpaced our highest projections. "It would basically serve as a shelter for unhoused people." Instead, we see spirited crowds heading to concerts, civic events, local restaurants and live music performances — sometimes right on the streetcar itself. "It's outdated technology." Critics argued for buses instead, ignoring that permanent steel rails in asphalt offer a level of municipal commitment buses never can. Future Festival World

Summit Equip your team to navigate fast-moving AI changes. Get actionable insights Sept. 30 – Oct. 1 at Steam Whistle Brewery, Toronto.

Learn More → I call total nonsense on the argument that fixed rail doesn't drive economic growth. As we built out the starter line, developers traveled here from Denver, walked the route and immediately began acquiring, renovating and building properties. The proof is right there in the ledger: Sales tax receipts generated within the Transportation Development District surged by more than 65% following the line's opening — far outpacing citywide growth. That momentum continues today through the expansion to the University of Missouri-Kansas City — a milestone made possible through the crucial support of federal partners such as Rep. Sharice Davids, whose leadership on the House Transportation and Infrastructure Committee helped deliver the investment needed to build this extension. Beyond private development, transportation is a fundamental pillar of economic equity. Keeping the system entirely fare-free is an intentional, forward-thinking policy that has made Kansas City a national reference point. Transportation experts across the country frequently tell me that our streetcar system is the absolute best in the nation. It has changed daily habits and connected the urban core from north to south. But our vision doesn't stop here. As we look to cross the hidden boundaries of race and socioeconomic by expanding streetcar routes east and west, we will do far more for Kansas City than simply provide clean, efficient and free transit. We will build a unified, inclusive city for generations to come.

Read more at: <https://www.kansascity.com/opinion/article316966701.html#storylink=cpy>



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**I firmly believe that before many centuries more, science will be the master of man. The actions he will have invented will be beyond his strength to control.
Henry Adams April 11, 1862**

From: James Ford
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Subject: To your office, as an elected: Caltrans: publish your process, section by section — NOW
Date: Sunday, August 23, 2026 4:35:34 PM

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To the elected officials with authority over Highways 35, 84 and 9:

You have already heard from me about making Highways 35, 84 and 9 a safe corridor. Everything in that ask still stands — I am adding two immediate ones.

Ahead of any endorsement of the South Coast Traffic Advisory Panel recommendations: please read them. If they are signed as they stand, they become the settled position on this corridor and the benchmark for everything that follows. They are not good enough. Three asks:

ASK 1 — Replace “Longer Term” with NOW before you endorse anything. The one section that could change outcomes here — the safety review and everything downstream of it — is marked “Longer Term.” The ask is not a promise about “Longer Term.” The ask is to delete it and write NOW. Please make your endorsement conditional on that one change.

ASK 2 — Saturday and Sunday traffic enforcement, made permanent. There is no weekend traffic enforcement on this corridor. That is the gap. 2a — Woodside can request it immediately under its current agreement — that contract names no day of the week, so weekend rostering is available today if the Sheriff agrees. Portola Valley cannot patrol these highways, but it can formally back the request for the residents it sends onto them. 2b — Then amend it, this year, so weekend coverage survives turnover and budget cycles. Neither ask increases the cost of the contract. To the Sheriff: please confirm to Woodside that weekend rostering is available under its current contract, and that you would accept it as a

term.

ASK 3 — Caltrans: publish a defined, accountable process for each problem section. Publish your intentions and your decision process for each problematic section of SR-35, SR-84 and SR-9: what you intend to do, what you have already ruled out, on what basis, and by when. Do not convert this into another round of public comment. That is how the last several years disappeared. Hand the community a plan to critique. That is a real consultation; the alternative is theatre. Publish owners and dates. That is the difference between a plan and a sentiment.

All three are within your power, and the window closes when those endorsements are signed.

I have run on Skyline numerous times to link up trails between Windy Hill Open Space Preserve and Wunderlich/El Corte de Madera and every time it is scary. Even just the build up to touching the pavement on the parallel trails can take you out of the natural beauty of the place as you hear the cars and motorcycles revving and racing by well before you get there. While I would like to bike these roads, as they are currently feels far too dangerous.

With thanks,
James Ford — Mountain View
Jamesfordiv@gmail.com

I'm one of the people who signed the Safe Corridor petition for these highways.
The evidence, and what the money could actually pay for: <https://safecorridorinitiative.com>

From: Terry Barton
To: Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]
Cc: kevin.konig@asm.ca.gov; excooffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; ATRN.Committee@assembly.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@smcgov.org]; boardfeedback@smcgov.org; circulationcomm@woodsideca.gov; trailscomm@woodsideca.gov; townmanager@woodsideca.gov; b.dombkowski@woodsideca.gov; p.goeld@woodsideca.gov; j.wall@woodsideca.gov; d.brown@woodsideca.gov; h.aburish@woodsideca.gov; townhall@woodsideca.gov; senator.becker@senate.ca.gov; assemblymember.berman@assembly.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; aruiz@openspace.org; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhuffy@portolavalley.net; dsmith@portolavalley.net; Fifth.District@santacruzcountycalifornia.gov; Tanisha.Taylor@catc.ca.gov; paul.golaszewski@catc.ca.gov; laurie.waters@catc.ca.gov; timothy.sobelman@catc.ca.gov; Peter Skinner; snoack@pleasanthillca.org; Stephanie.Moultonpeters@marincounty.gov; MSalazar@sanbruno.ca.gov; sjimenez@fostercity.org; hwolter@portolavalley.net; Board (@smcta.com); Mates, Julia [jmates@belmont.gov]; mark.nagales@ssfca.gov; cacsecretary [@smcta.com]; Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; Baltao, Elaine [board.secretary@vta.org]; eburkhalter@saratoga.ca.us; info@sccrtc.org; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi@vta.org; April Chan; Public Comment; schristensen@sccrtc.org; david.ambuehl@dot.ca.gov; susan.lindsay@dot.ca.gov; pedro.quintana@dot.ca.gov; tnewman@smcgov.org; ashton.harris@dot.ca.gov; dina.el-tawansy@dot.ca.gov; duper.tong@dot.ca.gov; shaila.chowdhury@dot.ca.gov; doanh.nguyen@dot.ca.gov; sergio.ruiz@dot.ca.gov; lester.s.lee@dot.ca.gov; rajesh.oberoi@dot.ca.gov; aung.maung@dot.ca.gov; amjad.naseer@dot.ca.gov; Ramon.Ochoa@dot.ca.gov; william.stevens.III@dot.ca.gov; rommel.pardo@dot.ca.gov; contact.us@calsta.ca.gov; info-d5@dot.ca.gov; petchebarne@chp.ca.gov; OfficeOfTheSheriff@smcgov.org; gboles@chp.ca.gov; chris.clark@santacruzcountycalifornia.gov; petition@safecorridorinitiative.com
Subject: From Mountain View, to the electeds: don't endorse a "Longer Term" label on our mountain highways (35, 84, 9) — NOW
Date: Sunday, August 23, 2026 6:43:11 PM

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To the elected officials on this list:

I asked you once already to make Highways 35, 84 and 9 a safe corridor. I am asking again, and adding two immediate requests.

If Supervisor Ray Mueller's South Coast Traffic Advisory Panel recommendations reach you for endorsement, please read them first. Signing them makes a weak document the de facto standard for Highways 35, 84 and 9. My three asks are below.

ASK 1 — NOW, not "Longer Term."

The report places the safety review and the systemic work behind it under "Longer Term." That heading is doing more damage than anything else in the document. Don't negotiate the timeline. Change the heading. NOW. Nothing about the last five years justifies a delayed timeline. Please don't endorse the label as written.

ASK 2 — Traffic enforcement on the days people are dying.

Weekend traffic enforcement on this corridor is effectively absent, on precisely the two days it is most dangerous. 2a — Woodside: request the change under the agreement as it stands — it funds the positions, it does not dictate the days. Portola Valley: press the County and CHP on your residents' behalf. 2b — And amend the agreement immediately, so this cannot quietly lapse. No new funding is needed for either step. To the Sheriff's Office: please grant the redeployment, and help these towns write it into their agreements.

ASK 3 — To Caltrans: a written, accountable process — not another listening session.

State publicly, for each dangerous section, what Caltrans intends and what process will produce the decision. No more open houses. Meetings where residents provide the input and the agency incorporates none of it are worse than nothing; they consume the very people who keep showing up. Publish something we can answer. We will respond in writing, on the record, and quickly — but you have to go first. Name the office accountable for each section and the date its determination is due. A process without a name and a date is not a process.

None of these should wait for another fatality, and none substitutes for the others.

For 47 years I have heard sirens on my frequent bike rides and hikes along Skyline. Excess speed has been a primary cause of the life changing collisions and deaths. The speeding is blatant enforcement. Enforcement and reconfiguration of the highway to reduce speeds is needed now.

With urgency,
Terry Barton — Mountain View
terry.barton@gmail.com

I'm one of the people who signed the Safe Corridor petition for these highways.
The data, the map, and the funding routes: <https://safecorridorinitiative.com>

From: [Amie Ashton](#)
To: [Abe-Koga, Margaret \[margaret.abekoga@bos.sccgov.org\]](#)
Cc: [kevin.konig@asm.ca.gov](#); [execoffice@ctc.ca.gov](#); [Corzo, Noelia \[ncorzo@smcgov.org\]](#); [Sergio Lopez; Melissa.White@sen.ca.gov](#); [Manuel.Leon@sen.ca.gov](#); [ATRN.Committee@assembly.ca.gov](#); [farra.bracht@asm.ca.gov](#); [SMC_SupMueller@smcgov.org](#); [SMC_SupGauthier@smcgov.org](#); [Canepa, David \[dcanepa@smcgov.org\]](#); [boardfeedback@smcgov.org](#); [circulationcomm@woodsideca.gov](#); [trailscomm@woodsideca.gov](#); [townmanager@woodsideca.gov](#); [b.dombkowski@woodsideca.gov](#); [p.goeld@woodsideca.gov](#); [j.wall@woodsideca.gov](#); [d.brown@woodsideca.gov](#); [h.aburish@woodsideca.gov](#); [townhall@woodsideca.gov](#); [senator.becker@senate.ca.gov](#); [assemblymember.berman@assembly.ca.gov](#); [krista.wunsche@mail.house.gov](#); [mark.dennin@mail.house.gov](#); [aruiz@openspace.org](#); [ctaylor@portolavalley.net](#); [jhasko@portolavalley.net](#); [rflynn@portolavalley.net](#); [mhuffy@portolavalley.net](#); [dsmith@portolavalley.net](#); [Fifth.District@santacruzcountyca.gov](#); [Tanisha.Taylor@catc.ca.gov](#); [paul.golaszewski@catc.ca.gov](#); [laurie.waters@catc.ca.gov](#); [timothy.sobelman@catc.ca.gov](#); [Peter Skinner; snoack@pleasanthillca.org](#); [Stephanie.Moultonpeters@marincounty.gov](#); [MSalazar@sanbruno.ca.gov](#); [sjimenez@fostercity.org](#); [hwolter@portolavalley.net](#); [Board \(@smcta.com\)](#); [Mates, Julia \[jmates@belmont.gov\]](#); [mark.nagales@ssfca.gov](#); [cacsecretary \[@smcta.com\]](#); [Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org](#); [Krzysztof Lisaj; Baltao, Elaine \[board.secretary@vta.org\]](#); [eburkhalter@saratoga.ca.us](#); [info@scrtc.org](#); [traffic@portolavalley.net](#); [stephanie.dougherty@ots.ca.gov](#); [Cheung, Kaki \[kcheung1@smcgov.org\]](#); [tromell@bayareametro.gov](#); [harsimran.bains@dot.ca.gov](#); [marcella.rensi@vta.org](#); [April Chan; Public Comment; schristensen@scrtc.org](#); [david.ambuehl@dot.ca.gov](#); [susan.lindsay@dot.ca.gov](#); [pedro.quintana@dot.ca.gov](#); [tnewman@smcgov.org](#); [ashton.harris@dot.ca.gov](#); [dina.el-tawansy@dot.ca.gov](#); [duper.tong@dot.ca.gov](#); [shaila.chowdhury@dot.ca.gov](#); [doanh.nguyen@dot.ca.gov](#); [sergio.ruiz; lester.s.lee@dot.ca.gov](#); [rajesh.oberoi@dot.ca.gov](#); [aung.maung@dot.ca.gov](#); [amjad.naseer@dot.ca.gov](#); [Ramon.Ochoa@dot.ca.gov](#); [william.stevens.III@dot.ca.gov](#); [rommel.pardo@dot.ca.gov](#); [contact.us@calsta.ca.gov](#); [info-d5@dot.ca.gov](#); [petchebarne@chp.ca.gov](#); [OfficeOfTheSheriff@smcgov.org](#); [gboles@chp.ca.gov](#); [chris.clark@santacruzcountyca.gov](#); [petition@safecorridorinitiative.com](#)
Subject: To your office, as an elected: strike "Longer Term." Make it NOW
Date: Monday, August 24, 2026 12:22:59 AM

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To the elected council members, supervisors and legislators on this list:

This adds to what I have already asked of you on Highways 35, 84 and 9. My earlier ask stands; the two below are immediate.

I am told the South Coast Traffic Advisory Panel report is being taken around for signatures. What is really being decided is whether this becomes the corridor's working plan. As written, it should not. Please consider these three asks:

ASK 1 — Move the safety review and everything after it to NOW.

The safety review and the systemic changes it will demand have been consigned to "Longer Term." That is the sentence I am asking you to strike. Don't negotiate the timeline. Change the heading. NOW. Twenty-six people have died on this corridor in five years. That record does not support a deferred heading, and no elected official should endorse one.

ASK 2 — Move the traffic hours to the weekend, and lock it in. Saturday and Sunday go unenforced on this corridor.

2a — Woodside: ask now, under the contract you already have. Portola Valley: back the ask — your residents are on these roads even though your patrols are not. 2b — Follow it with an amendment obligating weekend traffic coverage as part of the rostering. Neither ask increases the cost of the contract. Sheriff — your office holds both halves of this.

ASK 3 — Caltrans: state your intentions for each problem section, in public.

State publicly, for each dangerous section, what Caltrans intends and what process will produce the decision. Another workshop would be the wrong answer. The community has already supplied the evidence, repeatedly. We will read whatever you publish and respond in detail. Please stop asking us to originate it. Make it accountable: who decides, by when, and how the public sees the outcome.

Do these and this corridor changes. Do none and a weak document becomes the answer for years.

Slow driving is safe driving -- make our roads safe for ALL users. Narrowing, visual and physical obstacles, speed cameras, etc. we need all of it to keep people from dying on our roads. Slowing down is not an inconvenience, it is a matter of life and death.

With urgency,
Amie Ashton
Palo Alto
aashton@gmail.com

I signed the Safe Corridor petition for Highways 35, 84 and 9, and I'm following up.
The full crash record and every proposed fix: <https://safecorridorinitiative.com>

From: [Victoria Skinner](#)
To: [SMC_SupMueller@smcgov.org](#); [senator.becker@senate.ca.gov](#); [assemblymember.berman@assembly.ca.gov](#); [krista.wunsche@mail.house.gov](#)
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Subject: Adding my name: safer crossings and real enforcement on the 35–84–9 mountain roads
Date: Monday, August 24, 2026 5:13:56 PM

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Hi there people in charge!

I have lived in La Honda approximately 46+ years. My husband, Fred and I moved from a cottage on a stretch of 35 where motor cycles would go by clocking 100, to right near "downtown LH".

Throughout the years, we have witnessed a slow but steady escalation of the many dangers on this side of the hill especially.

On weekends, I am afraid to go "over the Hill" or OTH, as we say on this side. There has been a huge influx of race cars driven by primarily by young, inexperienced men who rent and/or own them on unfamiliar roads. This danger has been compounded by entitled bicyclists who seem to think it is OK to ride 2+ abreast on the nonexistent shoulder of the road, and follow directly behind or sometimes in front of you.

It frustrates me to see the crosswalks, lights and a couple of new 15 mile an hour sign in front of Woodside Elementary. Here in La Honda, I drove my kids under a mile to school so they wouldn't risk being HIT by a car while in the crosswalk walking to school. My kids are in their mid 30's now and NOTHING has been done. We are unincorporated; I guess that means that we are overlooked and don't have the resources to keep our friendly little town safe.

Further, there are bike paths nearly everywhere else, but NOT on 84. It is REALLY not bike friendly until you get past LH going out to the coast. IT IS NOT SAFE. I urge bike riders, who seem to think they can ride abreast with NO shoulder at all, or start up 84 at rush hour, or on weekends, to find other options on places to ride.

Also, a few weeks after the bicyclist died at the junction of 84/35, I was getting gas at Alice's on the way home. I pulled out at "the exit" right near where the bicyclist was killed on 84, I looked uphill and behind me to see if anyone was coming from the cut over on 35 to 84 as well as someone coming down 84 from the stop sign, and then looked downhill. No one was coming so I pulled out and almost hit a young woman on a bike that apparently came speeding down 35 without stopping/slowing through the cut off and came close to running into to me as I was pulling out.

If I hadn't made that split-second glance uphill, I would have killed her, and would probably garnered significant injuries myself. **THERE NEEDS TO BE A STOP SIGN THERE AS WELL.** Also new lines painted on the ground in between parking spaces, etc. The bicyclist would have been at fault and the speed she was going would have killed her. I would have felt responsible just like the man in the pickup truck that killed a bicyclist accidentally. The bicyclist ran into HIM. There is no win-win in these situations.

I can cite many other near misses my husband and I have encountered on our roads. After a meeting at the firehouse about this exact issue, the Chief of Police for San Mateo County did leave a patrol car there on weekends. However, if you were racing through through town, you would only notice it as a car parked in the driveway of the fire house. The police car should be facing out so drivers would be able to see the clearly marked presence of a police car. We also need to have signage that will discourage driving fast right by the firehouse as well.

Further, there are bike paths nearly everywhere else, but NOT on 84. It is REALLY not bike friendly until you get through LH going West. I urge bike riders, who seem to think they can ride abreast, or start up the road at rush hour, or weekends TO NOT DO THAT.

We, in La Honda, and all the little unincorporated towns, are sick and tired of the danger, disruption, and death that people using our roads as playgrounds make.

Thank you,
Vicki Skinner — La Honda, CA
victoriaskinner@sbcglobal.net

PS

This comes with my signature on the Safe Corridor petition for Hwy 35/84/9.
The petition, crash data, map, and every proposed fix: <https://safecorridorinitiative.com>

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This project brings the first local stop, commuter rail service to Nuys Boulevard in more than 70 years. The last Pacific Electric San Fernando Valley Line urban electric railway rolled down Van Nuys Boulevard in 1952.

"This project is significant for residents in the Valley by providing a fast and frequent rail transit option for the first time," said FTA Acting Administrator Veronica Vanterpool. "Adding transit service in busy downtown corridors helps reduce traffic jams and alleviates the climate impact that comes with them."

Running along one of the area's busiest corridors, the new light rail will improve mobility for the communities of Van Nuys, Panorama City, Arleta and Pacoima. About 19 percent of households in this area do not have access to their own car and depend on public transportation, compared to 8.8 percent transit dependency for L.A. County.

"This \$893 million grant will enable us to finally bring light rail back to the Valley and we thank the Biden-Harris Administration and the L.A. County Congressional Delegation for making this critical investment in our region's future," said L.A. Metro CEO Stephanie Wiggins. "Thirty-five percent of households in the East San Fernando Valley depend on [L.A.] Metro for their transportation and the East San Fernando Valley Line will give them faster and more efficient service than ever before. Now that this funding is in place, we look forward to breaking ground on this line in the coming months."

Los Angeles City Council President and L.A. Metro Board Member Paul Krekorian added, "The San Fernando Valley deserves a major transportation investment like this and has needed it for decades. I'm happy to say it's finally becoming a reality. With its connections to the G and the B Lines in North Hollywood, East San Fernando Valley Light Rail will turbocharge transit usage in the San Fernando Valley and fulfill the dream of safe, efficient, sustainable transportation for everyone who calls the Valley home."

The project includes 11 stations, 33 light-rail vehicles and extensive street and sidewalk improvements along the route. A public-private partnership will design and support a solar power system to supply approximately 70 percent of the power for the maintenance and storage facility using clean energy, lowering operating costs for L.A. Metro while reducing greenhouse gas emissions and improving air quality.

L.A. Metro is now conducting advanced utility adjustment work for the \$3.57-billion project. Construction of utility work and minor street improvements along Van Nuys Boulevard is expected to start later this year, with the line currently forecast to open in 2031.

The project contract also includes L.A. Metro's first Cultural Competency requirement, taking into consideration the local community's diverse cultural heritage and background. L.A. Metro says the comprehensive plan will consist of several targeted strategies to genuinely and respectfully engage with community stakeholders impacted by the project.

"This is the first [L.A.] Metro rail project that includes a Cultural Competency Plan outlining a comprehensive engagement strategy, including workforce training and business opportunities to support the diverse communities that reside along this important Valley corridor," said L.A. Metro Board 2nd Vice Chair Jacquelyn Dupont-Walker. "I'm so pleased that [L.A.] Metro's contractor will be doing its part to ensure all residents, local businesses, community groups and institutions are informed of and understand what is being built in their neighborhoods and what new opportunities and partnerships the rail line will offer them."

Construction and operation of the project is anticipated to create more than 18,000 direct and indirect jobs, including those now covered by new local hire rules under the federal infrastructure bill. L.A. Metro notes it plans to implement a Project Labor Agreement/Construction Careers Policy local hire program to ensure residents can secure good paying jobs to build the project. Once the new rail line is completed, riders along the new rail line will be connected to 150,000 jobs.

This marks FTA's first grant award under the [Expedited Project Delivery Pilot Program](#) and will be delivered through a multi-year Full Funding Grant Agreement



Hebrews 13: 2; Do not forget to show hospitality to strangers, for by so doing some people have shown hospitality to angels without knowing it.

(Acts 4:32) And yet again: "Great grace was upon them all. Neither was there any among them that lacked: For as many as were possessors of lands or houses sold them, and brought the prices of the things that were sold, and laid them at the Apostles' feet: And distribution was made unto every man according as he had need." (Acts 4:33-35)

"Whenever and wherever societies have flourished and prospered rather than stagnated and decayed, creative and workable cities have been at the core of the phenomenon... Decaying cities, declining economies, and mounting social troubles travel together. The combination is not coincidental." *Jane Jacobs*

"Throughout ancient history, cities have outlasted the empires that governed them. Ask yourself, are there any great countries that do not contain a great city? The answer is no. In fact you cannot imagine any stable state without a stable city. We talk about state-building when we should be talking about city-building." *Parag Khanna*

"The veneer of civilization is paper thin – we are its guardians and we can never rest." *Congressman Tom Lantos*

I firmly believe that before many centuries more, science will be the master of man. The actions he will have invented will be beyond his strength to control.
Henry Adams April 11, 1862