SMCTA Board of Directors
Meeting of December 3, 2026

Correspondence as of October 23, 2026

#	Subject
1.	Urgent: 2030 Census Proposed Federal Rule Comments– Certified Resolution No. 082152 (Regional Partners)
2.	Oct 20, Four Corners: four things, before the meeting on the 20th
3.	Re: Oct 20, Four Corners: four things, before the meeting on the 20th
4.	An author and a date for Highways 35, 84 and 9 — see you Oct 20 — from a constituent
5.	CA: L.A."s next mayor will face transit challenges. Troubled LAX people mover is Exhibit A
6.	Letter from SamTrans and SMCTA re: Letter of Support for the Solutions for Congested Corridors (SCCP) Request for Caltrain's Advancement Toward the Long-Range Service Vision Project
7.	Letter from SMCTA re: Support for Caltrain's Flexible State Rail Assistance Request

From:	Kim Boverio
Cc:	Kate Hiester; Kim Boverio
Subject:	Urgent: 2030 Census Proposed Federal Rule Comments– Certified Resolution No. 082152 (Regional Partners)
Date:	Monday, October 19, 2026 9:42:26 AM
Attachments:	image001.png Certified Copy Resolution No. 082152.pdf
Importance:	High

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Hello.

Attached is a certified copy of Resolution No. 082152, adopted by the San Mateo County Board of Supervisors on October 6, 2026, supporting the County of San Mateo's making or joining in comments opposing a proposed federal rule that would change the conduct of the 2030 Census.

The Resolution directs the Clerk of the Board to transmit a certified copy to the appropriate federal, state, and regional agencies and other entities identified in the Resolution and, for regional agencies of which the County is a member, request that such agencies submit or join in a comment consistent with the Resolution.

There are only 14 days remaining to submit comments, so timely action by our regional partners is especially important. We encourage you to review the Resolution and take any appropriate action before the comment period closes.

Please retain the attached certified copy for your records.

Thank you,

Kim Boverio
Assistant Clerk of the Board
(650) 363-1802

County Executive's Office
500 County Center, 5th Floor
Redwood City, CA 94063
www.smcgov.org

COUNTY OF SAN MATEO

RESOLUTION NO. 082152

BOARD OF SUPERVISORS, COUNTY OF SAN MATEO, STATE OF CALIFORNIA

* * * * * *

RESOLUTION SUPPORTING COUNTY OF SAN MATEO'S MAKING OR JOINING IN COMMENTS OPPOSING A PROPOSED FEDERAL RULE THAT WOULD CHANGE THE CONDUCT OF THE 2030 CENSUS TO EXCLUDE MANY NONCITIZEN RESIDENTS FROM THE APPORTIONMENT COUNT, ELIMINATE RACE AND ETHNICITY QUESTIONS, AND ADD A LEGAL-STATUS QUESTION TO THE DECENNIAL CENSUS QUESTIONNAIRE

RESOLVED, by the Board of Supervisors of the County of San Mateo, State of California, that

WHEREAS, Article 1, Section 2, Clause 3 of the United States Constitution "Enumeration Clause and Apportioning Seats in the House of Representatives" requires "actual enumeration" or taking a census of the population of the United States for purposes of apportioning seats in the House of Representatives; and

WHEREAS, Section 2 of the Fourteenth Amendment provides that "Representatives shall be apportioned among the several States according to their respective numbers, counting the whole number of persons in each State;" and

WHEREAS, an accurate decennial census is foundational to representative democracy, congressional apportionment, Electoral College allocation, redistricting, voting rights enforcement, public planning, and the equitable allocation of public resources; and

WHEREAS, the County of San Mateo is home to diverse communities, including immigrant residents, mixed-status families, diverse sexual orientations and gender identities, limited-English-proficient residents, and communities of color whose full and accurate inclusion in Census data is essential to equitable representation, public service planning, and effective government; and

WHEREAS, on September 10, 2026, the United States Department of Commerce, through the United States Census Bureau, published a proposed rule entitled "Decennial Census of the Population of Americans; Proposed Residence Criteria and Proposed Regulations for Demographic Questions," Docket No. USBC-2026-0628, RIN 0607-AA75 ("Proposed Rule"); and

WHEREAS, the Proposed Rule would define "usual residence" for purposes of congressional apportionment in a manner that would count United States citizens and lawful permanent residents, while excluding all other foreign citizens from the apportionment count, including people who reside in, work in, attend school in, pay taxes in, and otherwise are part of communities in San Mateo County and throughout the United States; and

WHEREAS, excluding residents from the apportionment count based on immigration status risks reducing California's and other affected states' representation in Congress and the Electoral College, while weakening the principle that political representation should reflect the people who live in and are served by a community; and

WHEREAS, the Proposed Rule also would prohibit questions concerning race and ethnicity from appearing on the decennial census short-form questionnaire or any other questionnaire used for enumeration; and

WHEREAS, decennial census race and ethnicity data are critical benchmarks for measuring demographic change, identifying disparities, informing equitable public policy and service delivery, supporting civil rights compliance and enforcement, conducting fair and effective redistricting, and enabling government agencies and community organizations to assess whether all communities are being reached and served; and

WHEREAS, eliminating race and ethnicity questions from the decennial census would impair the availability of authoritative, nationwide, community-level demographic information and would make it more difficult to identify and remedy inequities affecting historically underserved and underrepresented communities; and

WHEREAS, the proposed rule change rationale for removing race and ethnicity could also be utilized to remove the question included in the 2020 survey regarding "opposite-sex" or "same-sex" partnership, eliminating the opportunity to generate statistics that could help support the LGBTQ+ population; and

WHEREAS, the Proposed Rule also solicits comment on adding a legal-status question to the decennial census short-form questionnaire; and

WHEREAS, a question concerning citizenship or legal status on the decennial census questionnaire could deter participation among immigrant households and mixed-

status families, thereby increasing the risk of an undercount and diminishing the accuracy of Census data used for apportionment, redistricting, voting rights protections, public planning, and public resource allocation; and

WHEREAS, the Census Bureau is considering expanded use of administrative records, including records from federal, state, local, tribal, and third-party sources, to assess legal status and residence, which raises significant concerns regarding data accuracy, completeness, due process, privacy, public trust, and the potential chilling effect on Census participation; and

WHEREAS, the County of San Mateo has a compelling interest in a decennial census that counts every person residing in San Mateo County once, only once, and in the right place, without regard to citizenship or immigration status, and that preserves the demographic information necessary to advance equitable democracy and evidence-based government.

NOW, THEREFORE, IT IS HEREBY DETERMINED AND ORDERED that the Board of Supervisors of the County of San Mateo:

1. Opposes the Proposed Rule's exclusion, for purposes of congressional apportionment, of persons who reside in the United States but are not United States citizens or lawful permanent residents; and
2. Urges the United States Department of Commerce and the United States Census Bureau to retain a residence-based decennial census enumeration that counts every person residing in each state, consistent with the Fourteenth Amendment's

requirement to apportion Representatives based on the whole number of persons in each state; and

3. Opposes the Proposed Rule's prohibition on collecting race and ethnicity information through the decennial census questionnaire and urges the United States Census Bureau to retain meaningful, self-reported race and ethnicity questions in the 2030 Census; and
4. Opposes the addition of a citizenship, immigration-status, or legal-status question to the 2030 Census short-form questionnaire and urges the United States Census Bureau not to use Census responses or administrative-record matching in a manner that discourages participation, undermines confidentiality, or results in the exclusion of residents from the apportionment count; and
5. Urges the United States Department of Commerce and the United States Census Bureau to withdraw or substantially revise the Proposed Rule to protect an accurate, inclusive, confidential, and equitable decennial census; preserve fair representation and voting rights; and ensure that Census data remain fit for public planning, civil rights enforcement, and the equitable delivery of public services; and
6. Authorizes and directs the County Executive, or designee, in coordination with the Office of Community Affairs, Office of Racial and Social Justice, Office of Legislative Affairs, County Attorney's Office, and other appropriate County departments, to submit or join in a comment letter consistent with this Resolution to the United States Census Bureau in Docket No. USBC-2026-0628 by the applicable public-comment deadline; and

7. Directs the Clerk of the Board to transmit a certified copy of this Resolution to the Secretary of Commerce; the Director of the United States Census Bureau; the County's federal legislative delegation; the California Governor; the California Attorney General; the California Secretary of State; the California Complete Count Committee; all regional agencies of which the County is a member and request that such agencies submit or join in a comment consistent with this Resolution; and such other entities as the County Executive or designee determines appropriate.

* * * * * *

RESOLUTION NUMBER: 082152

Regularly passed and adopted this 6h day of October, 2026

AYES and in favor of said resolution:

Supervisors: *JACKIE SPEIER*

NOELIA CORZO

RAY MUELLER

LISA GAUTHIER

DAVID J. CANEPA

NOES and against said resolution:

Supervisors: *NONE*

STATE OF CALIFORNIA }
COUNTY OF SAN MATEO } ss.

MICHAEL P. CALLAGY, Clerk of the Board of Supervisors, does hereby certify that the above and foregoing is a full, true and correct copy of:

Resolution No. 082152

entered in the minutes of said board.

In Witness Whereof, I have hereunto set my hand and the seal of said Board this 10th day of October, 2026

MICHAEL P. CALLAGY, Clerk of the Board

By Kim Borenio Asst. Deputy

Noelia Corzo

President, Board of Supervisors
County of San Mateo
State of California

Certificate of Delivery

I certify that a copy of the original resolution filed in the Office of the Clerk of the Board of Supervisors of San Mateo County has been delivered to the President of the Board of Supervisors.

APPROVED BY
BOARD OF SUPERVISORS

OCT 06 2026

CLERK OF BOARD
BY Kim Borenio DEPUTY Asst.

Kim Borenio

Assistant Clerk of the Board of Supervisors

From: Eric Forster
To: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@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; leslie.spahnn@sen.ca.gov; assemblymember.berman@assembly.ca.gov; ellen.green@asm.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ParksandRecreation@smcgov.org; egonzalez@smcgov.org; ncalderon@smcgov.org; chris.spohrer@parks.ca.gov; post@openspacetrust.org; aruiz@openspace.org; zkersteen-tucker@openspace.org; schan@openspace.org; sjaskulak@openspace.org; bwheatman@openspace.org; jmark@openspace.org; jlin@openspace.org; clerk@openspace.org; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]; Fifth.District@santacruzcountyca.gov; ctc@catc.ca.gov; sheila.ennes@catc.ca.gov; anja.aulenbacher@catc.ca.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; Mates, Julia [jmates@belmont.gov]; mark.nagales@ssfca.gov; Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April Chan; Public Comment; schristensen@sccrtc.org; leah.budu@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@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; sbarth@sempervirens.org; jsmittelman@gmail.com; mcardinale@woodsideca.gov; mmiller@woodsidefire.gov; rholthaus@woodsidefire.gov; chief@woodsidefire.gov; ridgetrail@sfwater.org; janetmcbride@ridgetrail.org; ryanmack@ridgetrail.org; editor@almanacnews.com; news@smdailyjournal.com; local@bayareanewsgroup.com; news@lookoutlocal.com; editorial@coastsidenews.com; clambert@embarcaderopublishing.com; twright@santacruzsentinel.com; rswan@sfchronicle.com; info@rwcpulse.com; news@padailypost.com; newstips@fox.com; newsdesk@kpix.com; calreport@kqed.org; newsroom@baycitynews.com; tips@sf.streetsblog.org; ideas@sfstandard.com; sfeldman@embarcaderopublishing.com; agemmet@embarcaderopublishing.com; ricardo.cano@sfchronicle.com; mary@slvpost.com; rcronk@weeklys.com; dpenner@weeklys.com; cwise@weeklys.com; richard@lookoutlocal.com; max@lookoutlocal.com; roger@streetsblog.org; dbrekke@kqed.org; ebaldassari@kqed.org; rmyrow@kqed.org; jservantez@kqed.org; katie.dowd@sfgate.com; agraff@sfgate.com; tessa.mclean@sfgate.com; nbckntvdesk@nbcuni.com
Cc: petition@safecorridorinitiative.com
Subject: Oct 20, Four Corners: four things, before the meeting on the 20th
Date: Tuesday, October 20, 2026 10:39:38 AM

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This covers every ask we have. Not all of them are yours; one of them is.

On Tuesday, October 20, 6–7:30pm, at The Mountain Terrace at Four Corners, Caltrans, the CHP, the Sheriff's Office, Supervisor Mueller, Senator Becker and Assemblymember Berman are all expected in one room to answer for Highways 35, 84 and 9. Public and hybrid. The five-year record: 854 collisions, 26 deaths, 1,106 people hurt or killed, with the twelve months to March 2026 the worst of them. Two cyclists have died since.

Four things, before and on the 20th
1 — Carry the open invitation. Nobody has ever invited the families of the people killed on these roads to any of this. Twenty-four of the dead were named in reporting; the rest were never named at all. We are not approaching them and would decline an introduction — the ask is only that the October 20 invitation is visible somewhere they might find it. 2 —

Parks and open space should be at the table. Their visitors are the pedestrians in this corridor. The two asks to put on the record are crossings at the trailheads and a roadside trail that connects them, so nobody has to use the traffic lane as a footpath. 3 — Commit to the bill. The speed-camera legislation for this corridor is already drafted, modelled line-for-line on SB 1297 — the law passed after the four Pepperdine students were killed, which went from crash to chaptered in 346 days. It names eight sites, each placed mid-straightaway where speed accumulates. It needs an author and a date. 4 — Turn up on the 20th and say which of the above you will do. The input has already been gathered, more than once.

Any one of these would matter. All four would change this corridor.

In earnest,

I’m one of the people who signed the Safe Corridor petition for these highways.
Everything behind this — the record, the map, the bill, the invitation:
https://safecorridorinitiative.com/?
utm_source=email&utm_medium=email&utm_campaign=sendall

En Cristo, no hay adios

Sent from Eric's iPhone

From: Drew Penner
To: Eric Forster
Cc: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@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; leslie.spahnn@sen.ca.gov; assemblymember.berman@assembly.ca.gov; ellen.green@asm.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ParksandRecreation@smcgov.org; egonzalez@smcgov.org; ncalderon@smcgov.org; chris.spohrer@parks.ca.gov; post@openspacetrust.org; aruiz@openspace.org; zkersteen-tucker@openspace.org; schan@openspace.org; sjaskulak@openspace.org; bwheatman@openspace.org; jmark@openspace.org; jlin@openspace.org; clerk@openspace.org; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]; Fifth.District@santacruzcountyca.gov; ctc@catc.ca.gov; sheila.ennes@catc.ca.gov; anja.aulenbacher@catc.ca.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; Mates, Julia [jmates@belmont.gov]; mark.nagales@ssfca.gov; Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April Chan; Public Comment; schristensen@sccrtc.org; leah.budu@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@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; sbarth@sempervirens.org; jsmittelman@gmail.com; mcardinale@woodsideca.gov; mmiller@woodsidefire.gov; rholthaus@woodsidefire.gov; chief@woodsidefire.gov; ridgetrail@sfwater.org; janetmcbride@ridgetrail.org; ryanmack@ridgetrail.org; editor@almanacnews.com; news@smdailyjournal.com; local@bayareanewsgroup.com; news@lookoutlocal.com; editorial@coastsidenews.com; clambert@embarcaderopublishing.com; twright@santacruzsentinel.com; rswan@sfchronicle.com; info@rwcpulse.com; news@padailypost.com; newstips@fox.com; newsdesk@kpix.com; calreport@kqed.org; newsroom@baycitynews.com; tips@sf.streetsblog.org; ideas@sfstandard.com; sfeldman@embarcaderopublishing.com; agemmet@embarcaderopublishing.com; ricardo.cano@sfchronicle.com; mary@slvpost.com; rcronk@weeklys.com; cwise@weeklys.com; richard@lookoutlocal.com; max@lookoutlocal.com; roger@streetsblog.org; dbrekke@kqed.org; ebaldassari@kqed.org; rmyrow@kqed.org; jservantez@kqed.org; katie.dowd@sfgate.com; agraff@sfgate.com; tessa.mclean@sfgate.com; nbcknewsdesk@nbcuni.com; petition@safecorridorinitiative.com
Subject: Re: Oct 20, Four Corners: four things, before the meeting on the 20th
Date: Tuesday, October 20, 2026 10:41:44 AM

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You can see we included an update about the event in last week's Los Gatan: https://losgatan.com/weeklys-acquires-los-altos-town-crier/

Drew Penner Editor/Reporter
t 424-610-0557

Los Gatan (editor) / Press Banner (reporter)
Contributor: Metro Silicon Valley / Good Times Santa Cruz

On Tue, Oct 20, 2026 at 10:39 AM Eric Forster <eric-forster@sbcglobal.net> wrote:

> This covers every ask we have. Not all of them are yours; one of them is.
>
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Everything behind this — the record, the map, the bill, the invitation:
https://safecorridorinitiative.com/?utm_source=email&utm_medium=email&utm_campaign=sendall

En Cristo, no hay adios

Sent from Eric's iPhone

From: Erika Zilliox <ezilliox4@gmail.com>
Sent: Tuesday, October 20, 2026 10:44 AM
To: Abe-Koga, Margaret [margaret.abekoga@bos.sccgov.org]
Cc: kevin.konig@asm.ca.gov; execoffice@ctc.ca.gov; Corzo, Noelia [ncorzo@smcgov.org]; sergiol@campbellca.gov; Melissa.White@sen.ca.gov; Manuel.Leon@sen.ca.gov; farra.bracht@asm.ca.gov; SMC_SupMueller@smcgov.org; SMC_SupGauthier@smcgov.org; Canepa, David [dcanepa@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; leslie.spahnn@sen.ca.gov; assemblymember.berman@assembly.ca.gov; ellen.green@asm.ca.gov; krista.wunsche@mail.house.gov; mark.dennin@mail.house.gov; ParksandRecreation@smcgov.org; egonzalez@smcgov.org; ncalderon@smcgov.org; chris.spohrer@parks.ca.gov; post@openspacetrust.org; ctaylor@portolavalley.net; jhasko@portolavalley.net; rflynn@portolavalley.net; mhufty@portolavalley.net; dsmith@portolavalley.net; Fifth.District@santacruzcountyca.gov; ctc@catc.ca.gov; sheila.ennes@catc.ca.gov; anja.aulenbacher@catc.ca.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; Mates, Julia [jmates@belmont.gov]; mark.nagales@ssfca.gov; Patrick Gilster; Sue-Ellen Atkinson; ashiramizu@smcgov.org; klisaj@smcgov.org; eburkhalter@saratoga.ca.us; traffic@portolavalley.net; stephanie.dougherty@ots.ca.gov; Cheung, Kaki [kcheung1@smcgov.org]; tromell@bayareametro.gov; harsimran.bains@dot.ca.gov; marcella.rensi; April Chan; Public Comment; schristensen@sccrtc.org; leah.budu@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@santacruzcountyca.gov; ashwini.reddy@dot.ca.gov; mcardinale@woodsideca.gov; editor@almanacnews.com; petition@safecorridorinitiative.com
Subject: An author and a date for Highways 35, 84 and 9 — see you Oct 20 — from a constituent

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To Senator Becker and Assemblymember Berman, and the offices copied here:

We want you to hear this before the meeting rather than during it. You are both listed as attending the community traffic meeting at Mountain Terrace at Four Corners on Tuesday, October 20, 6 to 7:30pm. We intend to ask you there for a public commitment to carry the speed-camera bill for this corridor, and for a timeline.

The precedent we are holding you to is SB 1297. Four Pepperdine students were killed on the Pacific Coast Highway on October 17, 2023. Senator Ben Allen introduced the bill in February 2024; Assemblymember Jacqui Irwin coauthored it; it was signed on September 27, 2024. From crash to law: 346 days.

The difference between their position and yours is that they started from nothing. We have handed you a finished draft, in the Legislature's own form, with only the number, the date and the author left blank.

It creates no new power. It adds this corridor to a pilot that already exists, with the safeguards already written.

It is also the cheap answer, not the expensive one. Sustained patrol on 100 miles of two-lane mountain highway across three counties means officers, vehicles and overtime, every weekend, forever — and the moment it stops, the road goes back to what it was. A camera runs continuously at a fixed cost, and under this bill the program pays for itself: revenue recovers program costs first, and every dollar beyond that must go into traffic-calming on the route that produced it, under an agreement with Caltrans. Nothing flows to a general fund. The deeper problem is not any single driver — it is that this corridor has a reputation as a racetrack, and that reputation is what draws people to it. Intermittent patrol cannot touch that; everyone knows when and where to expect it. Continuous enforcement can. A road that is always watched stops being marketable as a place to open it up, and that is the change we are actually asking for.

And the case for urgency here is not abstract. Eric Biron was killed on his bicycle at Four Corners fourteen months ago. Jakub Solovsky was killed five miles south on Skyline three months ago. In five years this corridor produced 854 collisions, 26 deaths and 1,106 people hurt or killed, with unsafe speed the primary factor in 37 percent of them — and the twelve months to March 2026 were the worst on record.

Two questions for October 20, and you will have them in advance: will you carry this bill, and by when? If it needs changes, tell us which. If a smaller amendment is more carryable, tell us and we will support that.

See you at Mountain Terrace on the 20th.

In hope,
Erika Zilliox — San Jose
ezilliox4@gmail.com

I'm part of the community effort on Highways 35, 84 and 9.
The drafted bill, the camera locations and the crash record:
https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsafecorridorinitiative.com%2F%3Futm_source%3Demail%26utm_medium%3Demail%26utm_campaign%3Dspeedcams&data=05%7C02%7Cpubliccomment%40smcta.com%7C21838e309f9744fa3ef108df2ed1bfa8%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C639281150592350950%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=%2FHJfpfCROzpgeidhJM74oFkChIEf7wxNyZMk6FLqn5s%3D&reserved=0

From: Richard Hedges
To: "Rich Hedges"
Subject: CA: L.A."s next mayor will face transit challenges. Troubled LAX people mover is Exhibit A
Date: Tuesday, October 20, 2026 5:09:34 PM
Attachments: image001.png

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CA: L.A.'s next mayor will face transit challenges. Troubled LAX people mover is Exhibit A

There are myriad public transportation challenges for the next Los Angeles mayor, but perhaps none is more visible than the long-awaited Skylink people mover train at Los Angeles International Airport.

By Colleen Shalby
Source Los Angeles Times (TNS)
Oct. 19, 2026
8 min read

There are myriad public transportation challenges for the next Los Angeles mayor, but perhaps none is more visible than the long-awaited Skylink people mover train at Los Angeles International Airport.

The 2.25-mile train, designed to whisk people from airline terminals to ground transportation, is years behind schedule and more than $1 billion over its original construction budget — bogged down by technical issues and a court battle between the contractor and city airport officials.

And now it has become one of the more contentious issues in the mayoral race between incumbent Karen Bass and challenger Nithya Raman.

Raman says Bass and the city's board of airport commissioners, which the mayor appoints, haven't done enough to keep costs in check and to ensure construction deadlines are met.

"Over two years ago, when the project was already a year behind schedule, Mayor Bass's airport commissioners cut a $550 million check in order to cover project cost overruns and supposedly to secure a start service in January of this year, 2026," Raman said in a statement to The Times. "That date came and went and she hasn't said anything about how she'll get the project on track."

Bass said that the project and its problems began before she took office and that "we pushed for a settlement so there would be a firm finish line."

"I expect LAWA [Los Angeles World Airports] and the contractor to finish this job and get riders on board," Bass said in a statement to The Times.

The Skylink train is just one of many transit challenges Los Angeles' next leader will face, as voter-approved street improvements and road safety initiatives lag. But it has become one of the more significant given its location at LAX, the gateway to Los Angeles for millions of international travelers.

As the city prepares for the 2028 Summer Olympic Games, a $30-billion makeover for LAX is underway. Skylink is a linchpin of that upgrade, designed to ease vehicle traffic in the notoriously gridlocked horseshoe at LAX — and area freeways — by giving travelers and airport workers a new way to reach remote parking lots, rental car lots and the bus and light rail lines at the LAX/Metro Transit Center.

When it was greenlit by City Council in 2018, Skylink had a projected construction budget of roughly $1.9 billion and was expected to be completed by March 31, 2023.

The project contractor now says Skylink won't be running until January 2027 at the earliest, and cost overruns have driven up the price tag by 74%, to more than $3.3 billion.

Raman has repeatedly bashed the train's delays on social media while scrutinizing Bass' performance as mayor. A recent video about the project and the airport commissioner's approval to raise fares on ride-share drivers at the airport is one of the most top-viewed on her campaign's Instagram page.

"Instead of fighting the $1-billion overage [for Skylink], she's making people who are using the airport pay for it," Raman said in the video.

Skylink construction began under the administration of Mayor Eric Garcetti. But disputes between the airport and the contractor have led to years-long delays and change orders have largely been approved during Bass' tenure under the airport leaders that she oversees.

Records show that the City Council, including Raman, backed the airport commissioners and approved $550 million in settlement claims in 2024 between the airport and the contractor, LAX Integrated Express Solutions (LINXS).

The contractor behind the train recently sued the city, blaming it for the delays. But an independent grand jury report previously found that it was the contractor, not the airport, that was largely to blame for the problems. The report also questioned the role of outside consultants who signed a contract with the city.

When it comes to transit, Raman and Bass are aligned on some issues. Both have spoken about the need to expand Metro's rail and bus network and agree that buses, especially, are the backbone to the city's system.

"Public transit, quite literally, is one of the most powerful tools to change and improve the quality of life — and that's what we are building," Bass said this summer after she assumed the chair of L.A. Metro, the countywide transit authority.

Raman says she believes that infrastructure needs an overhaul and has included it under her top priorities.

"Our buses are slow, unreliable, and not frequent enough. A system that gets stuck in the same traffic as every other car on the road is a last

resort rather than a real alternative to driving. Too many Angelenos who have a choice don't take the bus because they can't trust it to get them there on time," Raman said in her statement to The Times. Her plan would include making permanent the priority bus lane network being developed for the Olympics.

Bass voted with the Metro board majority earlier this year to approve the multibillion-dollar Sepulveda Transit Corridor project, which will connect the Westside to the San Fernando Valley by subway. Raman also shared public comment at a Metro board meeting in support of the project.

But the two candidates have often diverged on priorities.

Raman has a background in urban planning and has made transit a top issue during her campaign. She's been endorsed by one of the major safe streets advocacy groups in the city, Streets for All. Hedge fund manager and bike lane advocate Aaron Sosnick has been a major backer of the campaign, putting $7 million into two independent expenditure committees supporting Raman.

And her campaign is being overseen by political consultant Jeff Millman, who worked on the Measure HLA push that would enforce bike lanes, bus lanes and pedestrian enhancements.

Bass has a background in healthcare and community organizing. Her campaign hasn't emphasized transportation issues.

While Bass' campaign website references infrastructure improvements around streets, sidewalks and crosswalks under her reasons for running and her list of accomplishments, there's been no mention of rail, buses or public transit. Both she and Raman declined to be interviewed about their vision for transportation and mobility, instead responding to questions with written statements.

As chair of Metro's 13-person board, Bass holds vast power over the Los Angeles County bus and rail network. In addition to being a board member, the person in the mayor's seat gets three board appointees.

"The mayor has the opportunity to steer a nearly $10-billion budget and determine what investments Metro makes throughout the region through the implementation of Measure R and Measure M," Eli Lipmen of the public transit advocacy group MoveLA said about the power the city's leader holds. Both measures were voter-approved and would fund transit projects.

During Metro's state of the agency address on July 22, Bass announced her goal to make fares free on the rail and bus system.

"This is the Metro that I've fought for since my first term and as mayor in this city: a world-class system that creates opportunity for all, including our veterans, those with disabilities and those who deserve a second chance," Bass said in her address, stressing the need for affordability.

The mayor didn't say how she proposes to cover the cost of free fares. In response to questions from The Times, she described the initiative as an expansion of existing programs that provide free fares to students and discounts to low-income riders.

"This year, as Metro chair, I'm building the long-term financial strategy to take us the rest of the way," she said.

Los Angeles has some of the lowest public transit fares in the country with a regular one-way ticket on both Metro buses and rail lines costing $1.75.

Raman said she supports "free rides for people who need them" but called Bass' idea untenable.

"The fact that Mayor Bass announced this with no plans to fund the billions in additional costs over the coming years indicates that this is not a serious proposal from a mayor who hasn't prioritized transit riders," Raman told The Times. "Actual riders frequently state in surveys that their preference is for Metro to prioritize safety along with a faster and more frequent network, not free fares."

Bass has also taken heat from safe streets advocates who want more attention paid to pedestrian, cyclist and driver safety. After an audit last year found significant flaws with the city's Vision Zero plan — a

nationwide initiative to eliminate traffic deaths that began under Garcetti — advocacy group Streets Are For Everyone called on Bass and the City Council to declare traffic violence a public health crisis.

Damian Kevitt of Streets Are For Everyone said it's clear that the initiative is not a city priority.

"Clearly we have a major issue — there are more fatalities than homicides three times [years] in a row," said Kevitt, whose group recently sent a letter to Bass and the City Council calling for action.

Raman said that if elected, she would treat Vision Zero like a "mandate" and hire a director to oversee the initiative.

Bass said that the Vision Zero initiative is a priority and that as it is being restructured under one department, the city was not waiting for that reorganization to be finished before making changes. Updates to speed humps, speed cameras and more crossing guards near schools are among the progress that has already been made, she said.

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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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October 21, 2026

Tanisha Taylor, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: Letter of Support for the Solutions for Congested Corridors (SCCP) Request for Caltrain's Advancement Toward the Long-Range Service Vision Project

Dear Director Taylor,

On behalf of the San Mateo County Transit District (SamTrans) and the San Mateo County Transportation Authority (SMCTA), I am writing in support of Caltrain's application to the California Transportation Commission's Solutions for Congested Corridors Program (SCCP) for the **Advancement Toward the Long-Range Service Vision Project** (Project). Caltrans and the Metropolitan Transportation Commission jointly nominated the Project with Caltrain serving as the implementing agency.

SamTrans is the managing agency for Caltrain and SMCTA provides funding for its capital program. Caltrain is seeking $50 million for a package of four components focused on improving safety and reliability. The Project is critical for Caltrain's broader Long Range Service Vision, which seeks to expand frequent, high-quality rail service on the San Francisco Peninsula, one of the state's most constrained and economically significant transportation corridors. The four components include the following coordinated investments along the 51-mile corridor from San Francisco to Tamien Station in San Jose:

- System Modernization and operational enhancements
- Grade Crossing Improvements
- Right-of-Way Fencing
- Fiber Optic Infrastructure

SMCTA and SamTrans support this Project because it advances important safety, reliability and mobility outcomes for the San Francisco Peninsula and the broader Bay Area transit network. SMCTA continues to fund and support advanced grade crossing improvements along the Caltrain corridor, and this Project is consistent with those efforts to improve crossing safety, reduce service disruptions and support a more efficient transportation system. The Project also advances SMCTA's priorities to improve mobility, address congestion and support multimodal travel throughout San Mateo County.

For SamTrans, a more reliable Caltrain system will strengthen connections between rail and bus service and support more dependable transit travel for riders making trips across the Peninsula and the region. Fewer disruptions associated with grade-crossing incidents can help reduce impacts on transit operations and passenger connections near affected crossing locations.

Thank you for your consideration of this request. Please contact Government and Community Affairs Officer Michaela Wright Petrik at petrikm@samtrans.com with any questions.

Sincerely,

April Chan
General Manager/CEO, Executive Director

CC: San Mateo County Transit District Board of Directors
San Mateo County Transportation Authority Board of Directors

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EXECUTIVE DIRECTOR

October 21, 2026

Toks Omishakin, Secretary
California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

RE: Support for Caltrain's Flexible State Rail Assistance Request

Dear Secretary Omishakin,

On behalf of the San Mateo County Transportation Authority (SMCTA), I am pleased to support Caltrain's application for competitive Flexible State Rail Assistance (SRA) grant program funding. As the countywide transportation sales tax authority, SMCTA has long supported Caltrain improvements to connect San Mateo County communities to jobs, education, and other destinations.

Despite major ridership gains with the success of the Electrification Project, which benefited from significant state investment, Caltrain faces a structural operating deficit of $75 million annually over the next 15 years. Even with regional efforts trying to address transit operating deficits, new revenues could face delays. Flexible SRA funding would help sustain reliable service, maintain critical infrastructure, and preserve connections to intercity rail services while longer-term funding solutions are pursued.

Caltrain's request has been structured based on the level of funding awarded. Funding would support operations and capital needs from fiscal year 2028 through fiscal year 2030, including:

- $10 million to $19 million in Fiscal Year (FY) 28 for operations to keep 104 daily trains and half-hourly weekend service.
- $7 million in FY28 for state of good repair work, including maintenance of tracks shared with Capitol Corridor, Altamont Commuter Express (ACE) and Amtrak between Santa Clara and San Jose.
- $4 million in FY30 for battery-electric train operations, sustaining a first-of-its-kind, State-funded train that extends zero-emission service south of San Jose.

We urge the California State Transportation Agency to support Caltrain's application. Please contact Michaela Petrik, Government and Community Affairs Officer, at petrikm@samtrans.com with questions.

Sincerely,

April Chan
Executive Director

CC: San Mateo County Transportation Authority Board of Directors